M11 J7a

Essex County Council

M11 J7a Model Forecasting Report

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Executive Summary

Jacobs was commissioned in June 2014 by Essex County Council to construct a strategic traffic model of Harlow and its surrounding area. The primary objective of the model development was to assess the impact on the local and strategic road network of an additional access to Harlow from the Strategic Road Network, specifically on the M11, and to provide a suitable evidence base for a full business case submission. The base model was built following guidance in WebTAG, the details of which can be found in the 'Harlow Transport Model LMVR'[1].

Local authorities in both Essex and Hertfordshire are currently working on their Local Plans and Harlow has been preliminarily identified as a major area of potential employment and housing growth, including large urban extensions. Harlow has currently only one connection to the Strategic Road Network (SRN), namely the M11 Junction 7 (J7) via the A414, located to the south-east of the town. With high levels of traffic needing to access the M11 and travelling along the A414, this junction is regularly subject to congestion, even as a result of minor incidents. This often causes severe congestion across the town's wider road network. This is exacerbated by the location of the existing key employment areas, towards the north and west of the town (Edinburgh Way and The Pinnacles), which create further strain on the current local road network, particularly along the A414. In order to facilitate local growth and relieve the existing congestion problems a new junction for Harlow on the M11 has been suggested.

This report details the development of forecast models for use in assessing the proposed new access to the M11, which is termed M11 Junction 7a (J7a). The forecast models have been produced for three future years: 2021 which is the anticipated opening year of the scheme being assessed and forecast years of 2036 and 2051, in order to be able to complete a full economic appraisal of the scheme. There are three growth scenarios for which models have been produced covering an NTEM (Core) Growth Scenario, a Medium Growth Scenario and a High Growth Scenario.

Two sets of models have been produced, namely the "Do-Minimum" and "Do-Something". The first representing the future year model with additional trips added for planned employment and housing development sites, as well as network changes made to represent planned highway improvements, but without the scheme. The 'Do-Something' situation has been modelled to simulate the future year with the addition of the proposed scheme, namely the M11 J7a and associated improvements along Gilden Way.

It should be noted that the three growth scenarios displayed similar trends, in terms of the impacts of future growth and the scheme. However, there was a difference between models in terms of the magnitude of impacts because of the varied levels of traffic growth anticipated.

The 'Do-Minimum' models all consistently show that there are large traffic flow increases as a result of the predicted additional housing and employment provided within the modelled area. This is particularly noticeable on the SRN, especially the M11, and within Harlow itself. The A414 through Harlow is an important route for both local and through traffic, it is forecast to experience greater traffic flows. The delay analysis carried out also shows that between the base year and the Do-Minimum situation in both years the level of congestion is also set to increase. Again, Harlow itself and particularly the A414 see the greatest impacts.

The 'Do-Something' models demonstrate some major impacts of the M11 J7a scheme upon both traffic flow and delays. The main consequences of the scheme are that:

- Traffic re-routes off local roads and onto the SRN, particularly the M11 between J7a and J8;
- There is a large decrease in flow approaching the M11 J7 from Harlow along the A414 London Road, relieving this heavily congested road; and

[1] Local Model Validation Report, 13 March 2017, Document No. B3553F05/REP/29 3.

- B183 Gilden Way experiences a large increase in traffic as a result of the M11 J7a scheme.

With regards junction delays the scheme seems to improve most of the junctions identified as most congested in the 'Do-Minimum' scenarios. There are a number of junctions in the vicinity of the M11 J7a and Gilden Way that suffer additional delay; however, this is to be expected given the extra traffic attracted to these roads.

1. Introduction

1.1 Model Overview

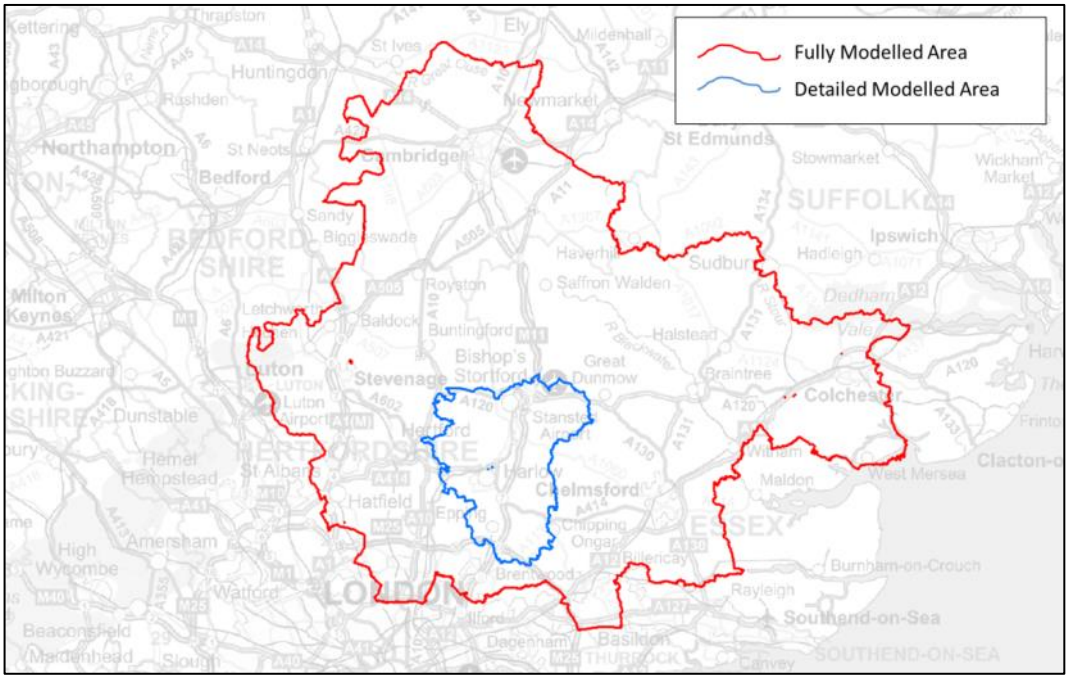
1.1.1 This Model Forecasting Report documents the approach used to forecast the future traffic levels for the area around Harlow and Bishop's Stortford covering the M11 corridor. The Harlow Transport Model is used for this purpose and assumptions made are detailed, and the resulting forecast models discussed within the report.

1.1.2 The Harlow Transport Model uses the PTV VISUM strategic transport modelling software package and has a base year of 2014. The base model was reviewed by Highways England (HE) to approve its suitability for use in assessing the proposed new motorway junction on the M11. The 'Harlow Transport Model LMVR', which was last updated in March 2017, describes how the model was developed, tested and verified, demonstrating that the model is fit for purpose.

1.1.3 The model covers the urban areas along the M11 from Epping in the south to Bishop's Stortford and Stansted Airport in the north of the modelled area. The model is centred on the town of Harlow which is the focal point of the area of interest.

1.1.4 Figure 1-1 below shows the coverage of the Harlow Transport Model, showing both the fully modelled area and the detailed modelled area within it. All junctions within the detailed modelled area are fully coded.

Figure 1-1 : Extent of Harlow Transport Model Coverage



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1.1.5 Following construction of the validated base model, Jacobs was commissioned in June 2014 by Essex County Council (ECC) to construct forecast year models to assess proposed highway improvements. The primary objective of the model development was to assess the effect on traffic of the highway options for improved access to Harlow from the Strategic Road Network (SRN) and to inform major scheme full business case submission.

1.2 Background

1.2.1 Harlow is situated within west Essex close to the border of Hertfordshire, and consequently the model straddles both counties. Bishop's Stortford and Sawbridgeworth (both in Hertfordshire) to the north of Harlow, together with Stansted Airport in the east and Epping to the south (both in Essex) are included within the study area.

1.2.2 Harlow, Epping Forest, Uttlesford and East Hertfordshire District Councils are the four key districts within the model area. They are all currently evaluating existing and future employment needs and five-year housing supplies in accordance with the requirements of the National Planning Policy Framework. They are at various stages of the process and the outcome will undoubtedly result in significant housing and employment growth within and around Harlow, Bishop's Stortford and Stansted Airport. Figure 1-2 below displays the location of the above local authorities whilst Table 1-1 presents 2012 levels of population and jobs within the study area.

Figure 1-2 : Local Authorities in the vicinity of Harlow.

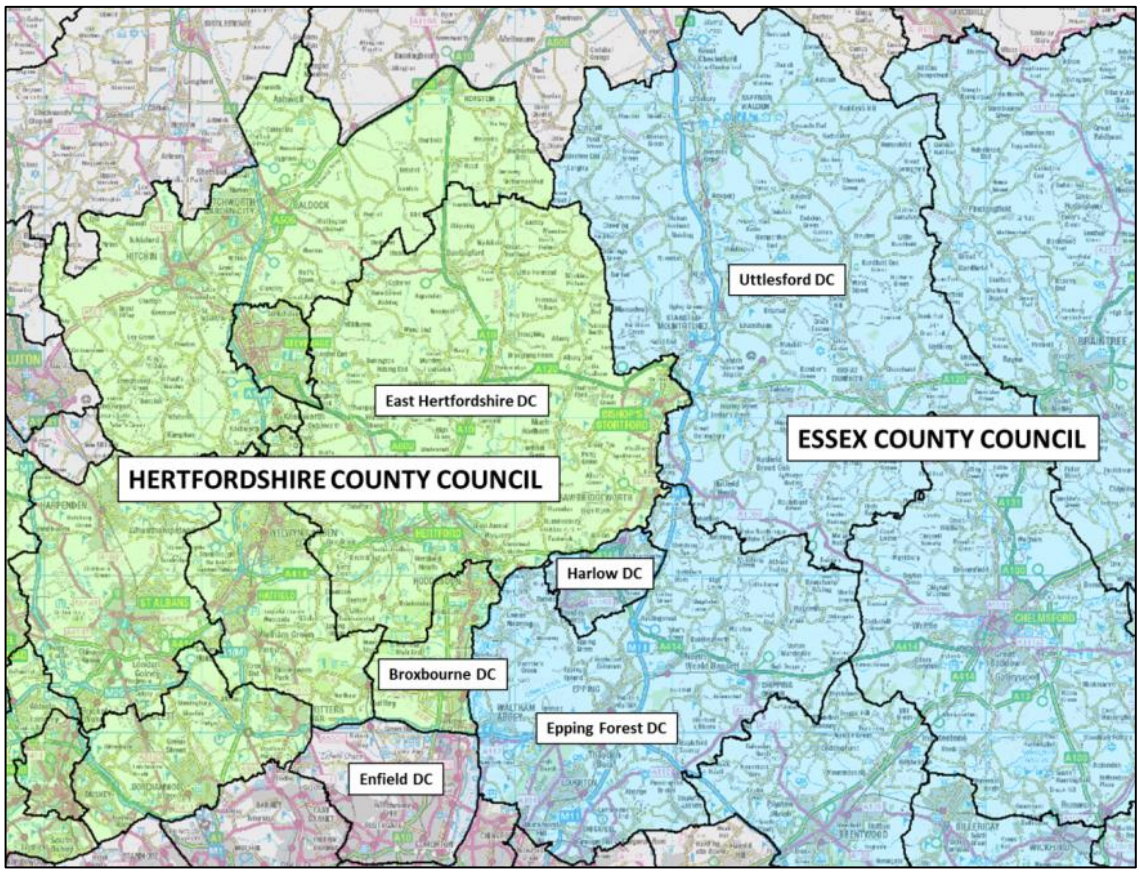

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Table 1-1 : 2012 Population and Jobs

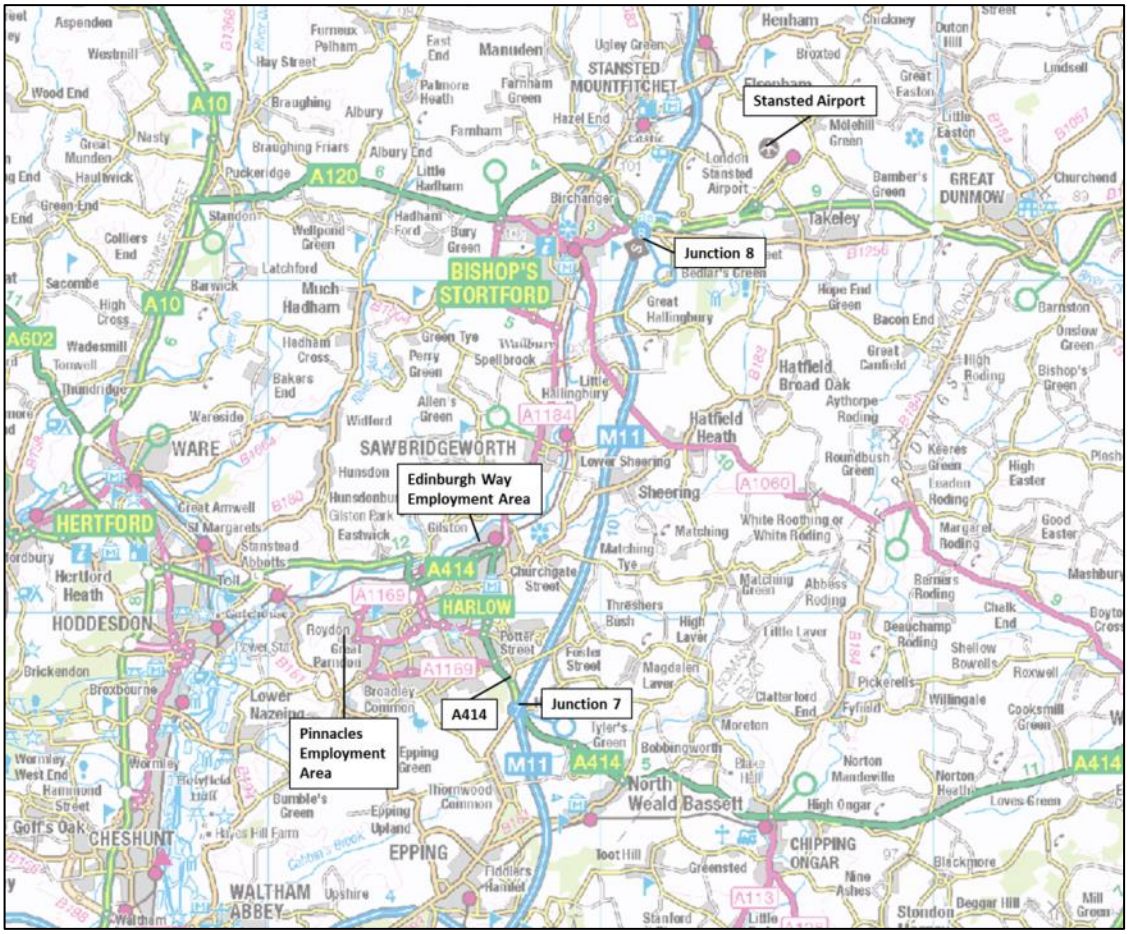
District	Population	Jobs*
Harlow	82,700	48,000
East Herts	139,500	64,000
Uttlesford	81,300	46,000
Epping Forest	126,100	56,000

Source: Nomis Official Labour Market Statistics, 2012

* Number of jobs per resident aged 16-64

1.2.3 Figure 1-3 below shows the Strategic Road Network (SRN) around Harlow. Harlow has only one connection to the SRN, which is on the M11 via Junction 7 (J7), located to the south-east of the town. With high levels of traffic needing to access, as well as pass through this junction on the A414, congestion is common with impacts, even from minor incidents, often causing severe congestion across the town's wider road network. This is exacerbated by the location of the existing key employment areas, towards the north and west of the town (Edinburgh Way and The Pinnacles), which creates further strain on the current local road network, particularly along the A414.

Figure 1-3 : Strategic Road Network and Key Employment Sites around Harlow



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1.2.4 Preliminary evaluation work for Uttlesford District Council's next Local Plan to 2031 has also highlighted concerns for M11 Junction 8 (J8), with committed and planned growth from Stansted Airport, East Herts and Uttlesford likely to result in additional peak period pressure at this junction.

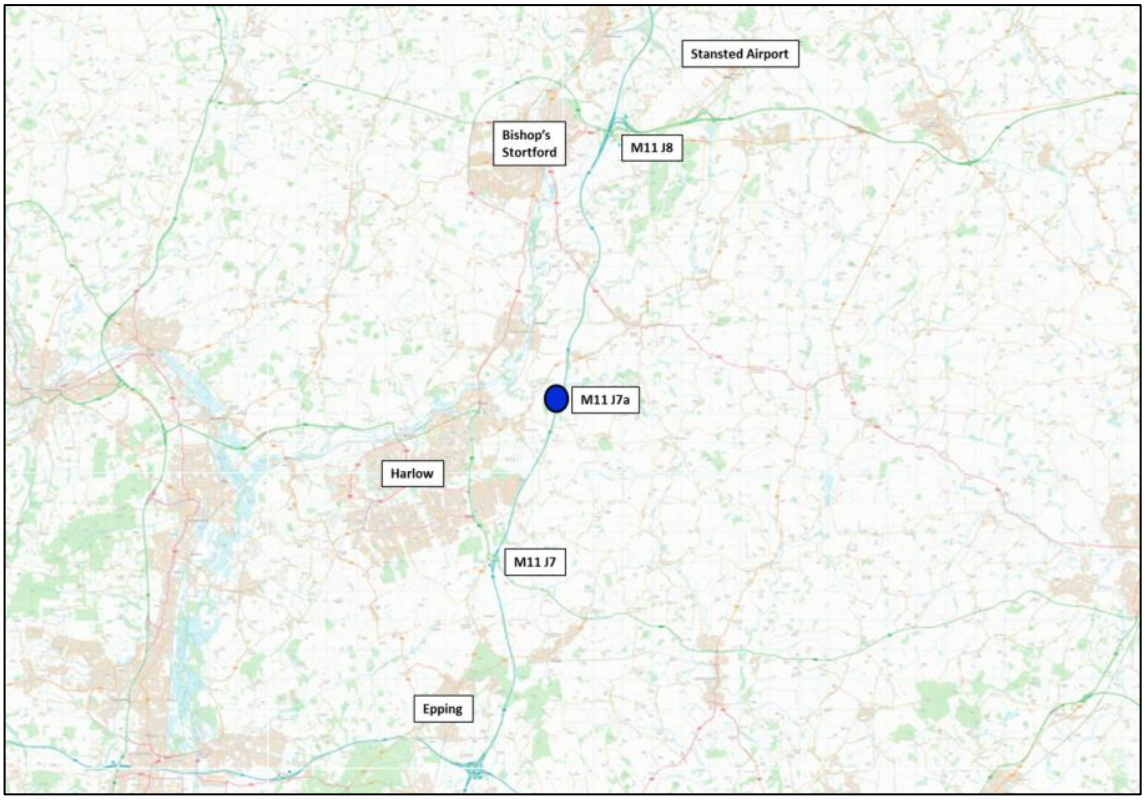
1.2.5 ECC is seeking to further develop the evidence base supporting a range of future transport schemes and investments across the county. The evidence should also be able to support future and continued engagement with central government and the South East Local Enterprise Partnership (SELEP), be amenable to future scheme changes, and be capable of supporting the evidence pathway for major scheme business case development as part of the next steps of any funding bid.

1.2.6 As a result of the problems outlined above, ECC has been considering options to alleviate congestion around J7 and J8. It is considered that a proposed new motorway Junction 7a (J7a) to the east of Harlow will help to mitigate these problems with the following specific objectives:

- To improve accessibility to and from Harlow;
- To reduce congestion primarily for the A414 corridor;
- To provide infrastructure of an appropriate scale for future traffic demands; and
- To facilitate future housing developments around Harlow and employment growth to the east of Harlow.

1.2.7 The location of the proposed M11 J7a is shown in Figure 1-4.

Figure 1-4 : Location of the proposed M11 J7a



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1.2.8 Additionally, the scheme would help to support development of the London-Harlow-Stansted-Cambridge-Peterborough corridor, an area which has been identified as having the potential to drive national growth.

1.2.9 The emerging Harlow Local Development Plan highlights that the inability of the existing transport system is the biggest single barrier to accommodating the level of growth needed in Harlow. M11 J7 is operating close to its planned capacity. In recognition of this constraint, HE has currently imposed a cap on the number of new jobs permitted within the Harlow Enterprise Zone until network capacity issues are addressed.

1.3 Purpose of the Report

1.3.1 'WebTAG Unit M4 Forecasting and Uncertainty' sets out the guidance for transport modellers to follow when developing and analysing forecasting methodologies for transport appraisal. The purpose of this report is to demonstrate compliance with latest WebTAG guidance, which for this report was published in May 2018.

1.3.2 The forecast models are produced for three future years, namely; 2021,2036 and 2051. For each forecast year, three alternative growth scenarios are developed. The assumptions for each growth scenario are detailed in Section 4.

1.3.3 The report will first focus upon the building of the future year networks and demand for the Do-Minimum situation, representing the future scenarios without the proposed scheme to be assessed.

1.3.4 Models to replicate the future situation with the M11 J7a scheme included are also produced and discussed in the report, along with scheme network coding assumptions.

1.3.5 In order to demonstrate that the model sufficiently responds to changes in network supply and trip demand the later sections of the report will investigate changes in flows and delay between alternative future years and growth scenarios. This will also act to illuminate the key areas of traffic congestion and impacts of growth upon the local network.

1.4 Report Structure

1.4.1 This report follows the suggested contents of Traffic Forecast Reports given in the WebTAG Unit M4. The remainder of this report is set out as follows:

- Chapter 2 – Gives an overview of the forecast methodology;
- Chapter 3 – Details the updates to the modelled networks;
- Chapter 4 – Describes the creation of the forecast matrices;
- Chapter 5 – Describes the Variable Demand Model (VDM);
- Chapter 6 – Describes the assignment of the forecast networks and matrices;
- Chapter 7 – Gives details of the network aggregate statistics
- Chapter 8 – Details the key flow and delay outputs from the 'Do-Minimum' models for the NTEM Growth Scenario;
- Chapter 9 - Details the key flow and delay outputs from the 'Do-Something' models for the NTEM Growth Scenario, demonstrating the impact of the M11 J7a Scheme;
- Chapter 10 - Details the key flow and delay outputs from the 'Do-Minimum' models for the Medium Growth Scenario;

- Chapter 11 - Details the key flow and delay outputs from the ‘Do-Something’ models for the Medium Growth Scenario, demonstrating the impact of the M11 J7a Scheme;
- Chapter 12 - Details the key flow and delay outputs from the ‘Do-Minimum’ models for the High Growth Scenario;
- Chapter 13 - Details the key flow and delay outputs from the ‘Do-Something’ models for the High Growth Scenario, demonstrating the impact of the M11 J7a Scheme; and
- Chapter 14 – Provides some conclusions on the performance and outputs of the models.

2. Forecasting Methodology

2.1 Overview

2.1.1 WebTAG Unit M4 provides guidance for forecasting and dealing with the uncertainties associated with predicting increases in future traffic demand. The Uncertainty Log summarises the assumptions made in forecasting and also identifies the level of uncertainty for each development site or highway scheme.

2.1.2 The Core Scenario should be the growth scenario, which represents the least level of uncertainty. WebTAG states that this is usually defined as a scenario which:

- Includes NTEM growth in demand;
- Includes sources of local uncertainty that are 'near certain' or 'more than likely to occur'; and
- Uses appropriate general modelling assumptions.

2.1.3 At the time that the traffic modelling assumptions for the work presented in this document were being finalised (November 2017) Essex County Council, the scheme promoters, provided an Uncertainty Log containing the following three scenarios, which their officers had derived from the latest housing and employment planning information they had obtained from each of the key Districts:

- a core scenario (known as the NTEM Growth Scenario) based on NTEM 7.2 growth at the time by the scheme promoters to be the most likely growth scenario taking into account discussions with District officers and likely achievable build out rates;
- a low growth scenario (known as the Medium Growth Scenario); and
- a high growth scenario (known as the High Growth Scenario).

2.1.4 Descriptions of the network and demand assumptions for each growth scenario can be found in Section 3.1 and Section 4.1 respectively.

2.1.5 The forecast models have been prepared for three years; 2021 which is the anticipated opening year of the major scheme to be assessed (new access to the M11 near Harlow), and a forecast year 2036, in order to be able to complete a full economic appraisal of the scheme. A further year, 2051, has been modelled to be used for long term economic analysis of the scheme. The commission is to develop forecast models for the three alternative growth scenarios for each of the above three years in order to undertake a full assessment of the scheme.

2.1.6 The time periods of the forecast models remain the same as modelled in the base year; Morning peak (AM), inter peak (IP) and evening peak (PM) models. The AM peak hour is 0800-0900, the IP peak hour is 1100-1200 and the PM peak hour is 1700-1800.

2.2 Forecasting Approach

2.2.1 In order to produce forecast models from the base model, a number of changes are required to the two components of the model:

- Network: Coding of new links and nodes which are associated with the reference highway schemes, housing developments and employment developments. Small changes to the existing network may also be required, such as signal optimisation.
- Traffic Demand: Updating the validated matrices for the 2014 base model to reflect traffic growth to the forecast years. This will take into account background growth in traffic, as

well as trip generation associated with housing and employment developments. For the NTEM Scenario traffic growth will be constrained to NTEM growth factors.

2.2.2 The future year trip matrices are then assigned to the future year networks to produce the forecast scenario models.

2.2.3 The approach for developing the future year models is based on the latest WebTAG guidance regarding national and local uncertainty. This requires that an Uncertainty Log is developed, which is a record of development site assumptions that will affect travel demand and supply.

2.2.4 The Uncertainty Log for the Harlow Model has been developed with the full co-operation of the four key districts and uses the best available assumptions, given the current status of their Local Plans' processes. The Uncertainty Log contains:

- Locations and magnitude of future development sites, obtained from the various districts and key documents;
- future year transport schemes collated from discussions with local authorities in collaboration with Planning Officers and co-ordination with Highways staff; and
- classification of the likelihood of development and transport schemes coming forward based on table A2 of TAG unit M4 as given below as .

2.2.5 At the time the Uncertainty Log was finalised (November 2017), the four district local plans were all in draft status, but this was the most up to date information available at the time.

2.2.6 For sites within Epping Forest alternative uncertainty classifications were used, whereby developments were judged to be either 'deliverable' or 'developable' as defined by Planning Practice Guidance (PPG)[2].

2.2.7 PPG describes the two classifications as follows:

- To be considered deliverable, sites should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years and in particular that development of the site is viable. Sites with planning permission should be considered deliverable until permission expires, unless there is clear evidence that schemes will not be implemented within five years, for example they will not be viable, there is no longer a demand for the type of units or sites have long term phasing plans.
- To be considered developable, sites should be in a suitable location for housing development and there should be a reasonable prospect that the site is available and could be viably developed at the point envisaged.

2.2.8 The NTEM scenario is based on the National Trip End Model (NTEM) and National Transport Model (NTM) forecast growth as recommended by WebTAG. It is understood that these models are currently being updated and that they do not include the latest levels of forecast growth that are being driven by NPPF and PPG. Accordingly, it is being assumed that the NTEM scenario represents a low growth situation.

[2] http://planningguidance.planningportal.gov.uk/blog/policy/achieving-sustainable-development/delivering-sustainable-development/6-delivering-a-wide-choice-of-high-quality-homes/#footnote_11

2.2.9 It should be noted that there was insufficient data to produce an uncertainty log for the entire period to 2036, primarily due to the planning periods considered by Local Plans. Consequently, the uncertainty log covers the period to 2033 as this fits with the Local Plans for the districts which are currently being developed. TEMPro factors were used to represent the growth of trips between 2033 and 2036, and this is explained in more detail in Section 4.

2.2.10 Furthermore, the local levels of trip growth to 2051 are dealt with in the same way, with the uncertainty log providing 2014 to 2033 development data, and using TEMPro factors to represent growth between 2033 and 2051.

2.3 Forecast Network

2.3.1 Incorporated into the Uncertainty Log is a list of highway schemes and their levels of uncertainty. Those with 'Near Certain' or 'More than Likely' levels of certainty were coded into the NTEM and Medium scenario models. An opening year was provided for each scheme and this determined which future year models each highway scheme was included in.

2.3.2 These were modelled in the forecast networks using technical drawings made available to the project team by ECC Highways. The schemes were added to the network in a manner consistent with the network coding employed in the base model.

2.3.3 For all scenarios 'Do-Minimum' and 'Do-Something' networks have been created. The 'Do-Minimum' models contain specified highway schemes and developments from the uncertainty log. The 'Do-Something' models include the 'Do-Minimum' schemes and developments, the Scheme and any dependant highway schemes.

2.3.4 An in depth explanation of the forecast network built for each scenario can be found in Section 3.

2.4 Forecast Demand

2.4.1 Forecast demand was generated using national, regional and local data sets to inform the amount of trip growth that could be expected from the base year to the future years. As described in Section 2.1, planning data from local authorities in the region was used to identify the locations of new developments and the size, phasing and type of development proposed. The data was collated from discussions with Planning Officers from each of the six districts shown in Figure 1-2. The classification of the likelihood of each development taking place within each forecast year was ascertained through discussions with the districts. This enabled future land uses at a local level to be identified.

2.4.2 Information on future land use was used together with national data from CTripEnd and NATCOP, (a part of the National Trip End Model – NTEM) to infer trip generation for the modelled forecast years. This trip generation was compared with the trip generation calculated in the base year to derive growth factors for the trip ends for each zone.

2.4.3 More detail on the demand forecasting process can be found in Section 4.

2.5 Forecast Assignment

2.5.1 The forecast demand matrices were assigned to the forecast networks using the same methodologies used in the base year assignment. The assignment method used in VISUM is known as "Assignment with ICA" which includes flow metering and blocking back. ICA is 'Intersection Capacity Analysis' applying the principles of the Highway Capacity Manual (HCM 2010)[3]. The assignment methodology and model convergence is further explained in Section 6.1.

2.6 Forecast Generalised Cost Parameters

2.6.1 The generalised cost parameters were updated in the forecast models to reflect the changes in value of time and vehicle operating costs anticipated for 2021, 2036 and 2051. These projections were taken from the November 2014 version of the WebTAG databook, as referred to in TAG Unit M4. The values used, along with the base year values can be found in Section 3.6.

[3] "Highway Capacity Manual (HCM) 2010", US Transportation Research Board, Volume 3

3. Forecast Networks

3.1 Committed Highway Infrastructure Schemes

3.1.1 This section covers what highway schemes are included in the 'Do-Minimum' forecast year scenarios. The 'Do-Minimum' situation forms the most likely assessment of what the network will look like in the specified forecast year. It therefore includes all highway schemes, which are either 'Near Certain' or 'More than likely' to be built between the base year (2014) and the forecast year being assessed.

3.1.2 For Highway schemes within Hertfordshire, scheme probability was advised by officers at Hertfordshire County Council (HCC). For Highway schemes within Essex, advice was sought from ECC, and probability was assessed taking account of 'Additional Development Information' provided by planning officers.

3.1.3 As stated previously the core scenario is the NTEM Growth Scenario; this contains the most certain assessment at the time of modelling of what highway schemes will be completed in the future years.

3.1.4 Any difference between the three growth scenarios in terms of the highway schemes included is a consequence of the housing developments associated with each scenario. The housing developments upon which highway schemes are dependant are highlighted in the tables below.

3.1.5 A list of highway schemes for inclusion in the 2021 Do-Minimum forecast models with the potential completion dates confirmed by ECC, are given below in Table 3-1.

Table 3-1 : List of Committed Highway Schemes for the Do-Minimum 2021 models

Scheme Description	Opening Year	Dependent upon
A414 / Clocktower Junction Capacity Upgrade	2016	
Harlowbury site access	2016	Harlowbury
Mulberry Green left in left out	2016	Harlowbury
A414 / London Road Enterprise Zone New Access	2017	
A414 First Avenue / Gilden Way Junction Upgrade	2017	
A414 Cambridge Road (Gates) Upgrade - including widening to 4 lanes of Edinburgh Way	2017	
A414 Edinburgh Way / East Road Signal Junction Improvement	2017	
London Road closure (expect to buses)	2017	
Mark School Drop Off to London Road	2017	
A120 Little Hadham By-pass	2019	
M11 J8 short term capacity improvements	2021	
A120 / B1383 Capacity Improvements	2021	
A120 / A1250 Capacity Improvements	2021	
Bishop's Stortford North Development, Access onto Hadham Road	2021	
Widening of M25 J25-27	2021	
Cambridge Road - new access into River way	2021	
Second Avenue / Velizy Avenue Junction Capacity Upgrade	2021	
Access to Bishop's Stortford South	2021	BS South
Access to Latton Priory	2021	Latton Priory
Access to Sumners	2017	Sumners
Access to Gilston Park	2021	Gilston Park
Access to Playing Field to South of Gilden Way Development	2021	

Scheme Description	Opening Year	Dependent upon
Signalisation of double mini-roundabout in Sawbridgeworth	2021	

3.1.6 The additional schemes included in the Do-Minimum 2036 forecast over and above the 2021 schemes listed in Table 3-1 are shown below in Table 3-2. These schemes are all dependent upon planned housing developments that will require additional infrastructure to mitigate associated highway impact or to enable access to the local network.

3.1.7 No further schemes were added to the 2051 forecast year models, meaning that the 2051 networks are the same as the 2036 models.

Table 3-2 : List of Committed Highway Schemes for the Do-Minimum 2036 and 2051 models

Scheme Description	Opening Year	Dependent upon
A414 west of Eastwick, new development access rbt (Log Ref 52)	2022	Gilston Park
A414 Eastwick to Burnt Mill dualling	2024	Gilston Park
A414 / Eastwick Road Junction Capacity Upgrade	2024	Gilston Park
A414 / Fifth Ave junction improvement (Log Ref 53)	2024	Gilston Park
Bishop's Stortford North Development, Access onto A120	2026	
Bishop's Stortford North Development, Access onto Rye Street x2	2026	

3.1.8 Scheme drawings were provided by the ECC and formed the basis of the network coding for the scheme. The coding of the most notable schemes are illustrated below in Figure 3-1, and Figure 3-2.

Figure 3-1 : Little Hadham Bypass Scheme

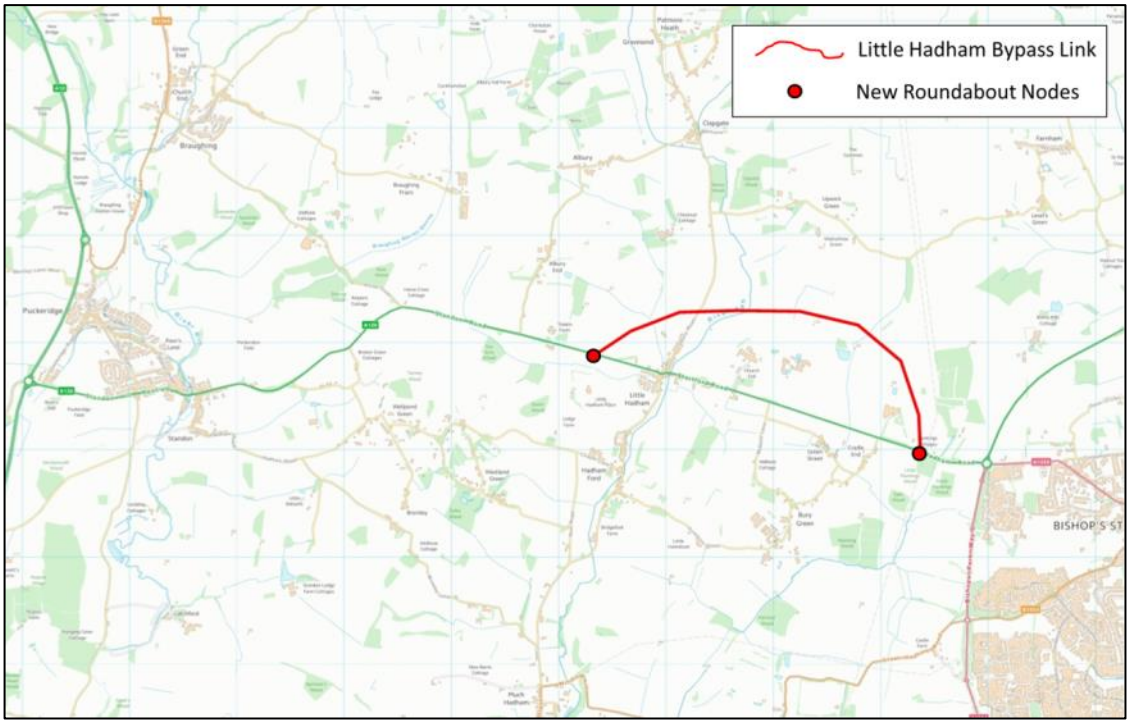

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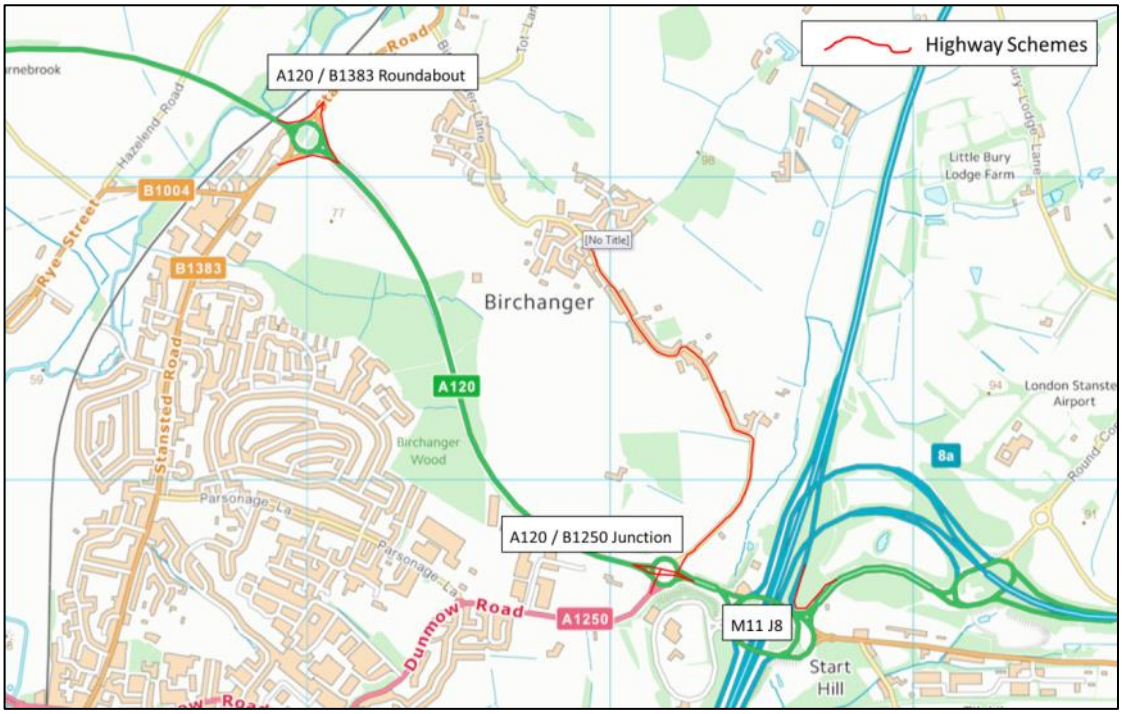
Figure 3-2 : A120 junctions and M11 J8 Enhancements Schemes



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3.1.9 The other significant scheme modelled in the forecast networks is the M25 J25-27 widening project. The scheme involves adding an additional traffic lane to create extra capacity by 2021; this has been modelled in the 2021, 2036 and 2051 models.

3.2 Network associated with major housing developments

3.2.1 As can be seen in the above tables containing highway schemes there are a number of development sites that require highway access points coding, in order to properly represent traffic entering and leaving the new growth sites.

3.2.2 For the largest sites the internal network of the development was required to be coded to best replicate routing through and to/from the new housing or employment. Below Figure 3-3, Figure 3-4 and Figure 3-5 show the specific coding of the road network for the largest development sites.

Figure 3-3 : Bishop's Stortford North Development (full build-out) Coding

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Figure 3-4 : Gilston Park Development Coding

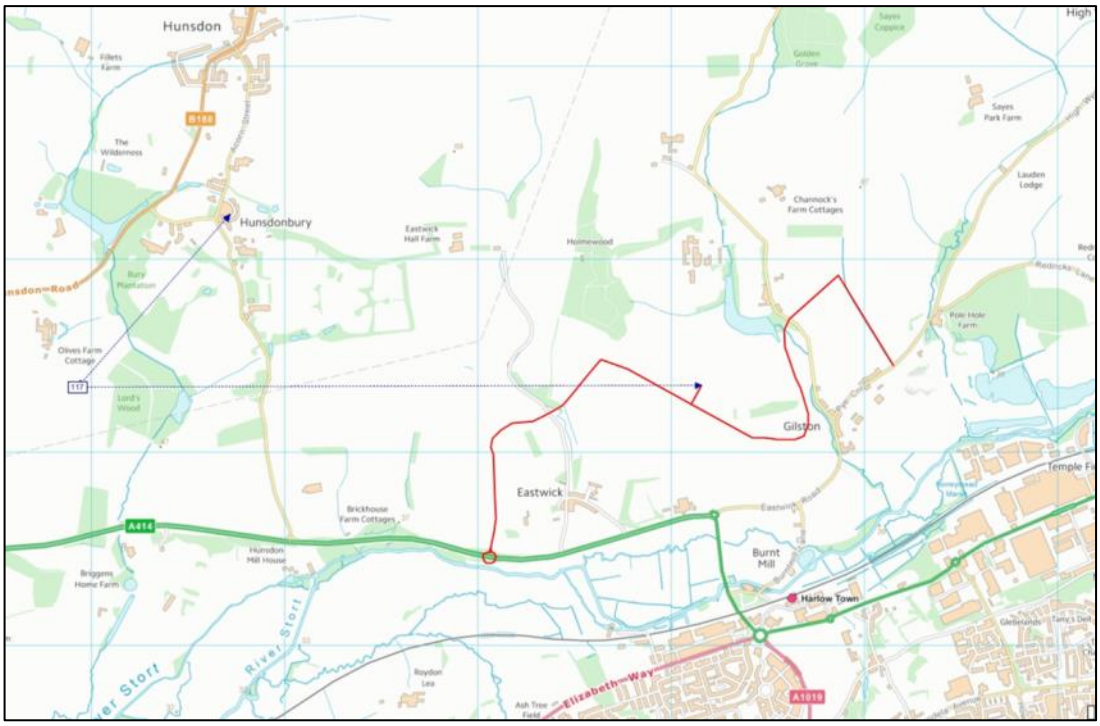

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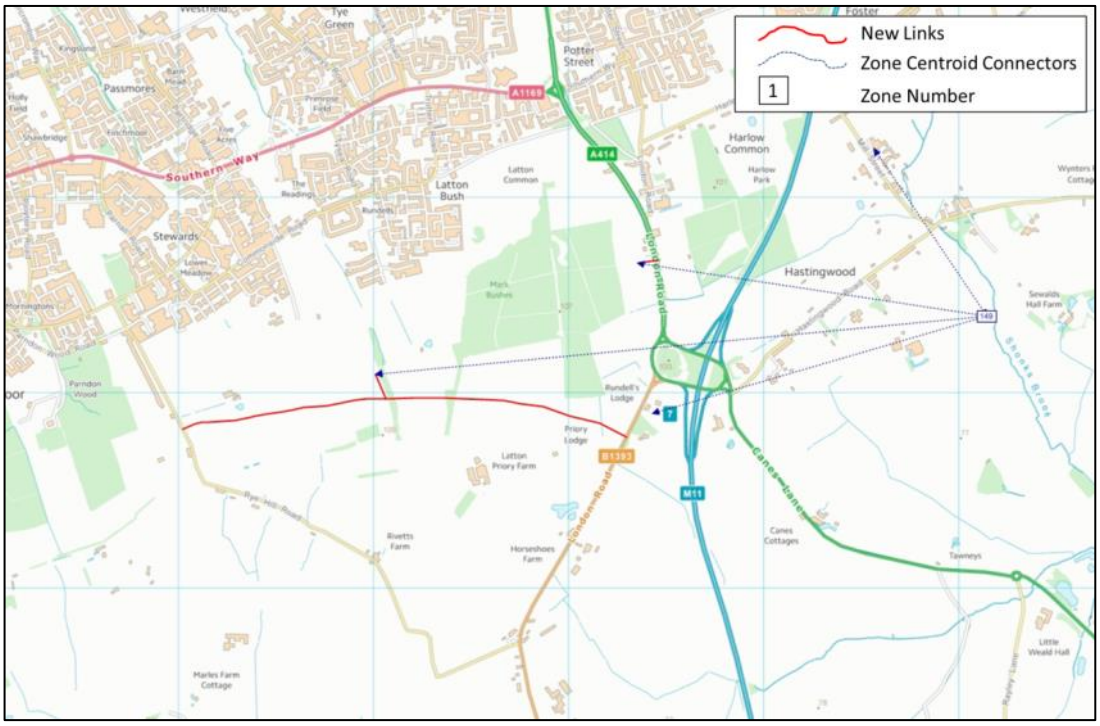
Figure 3-5 : Latton Priory Development Coding



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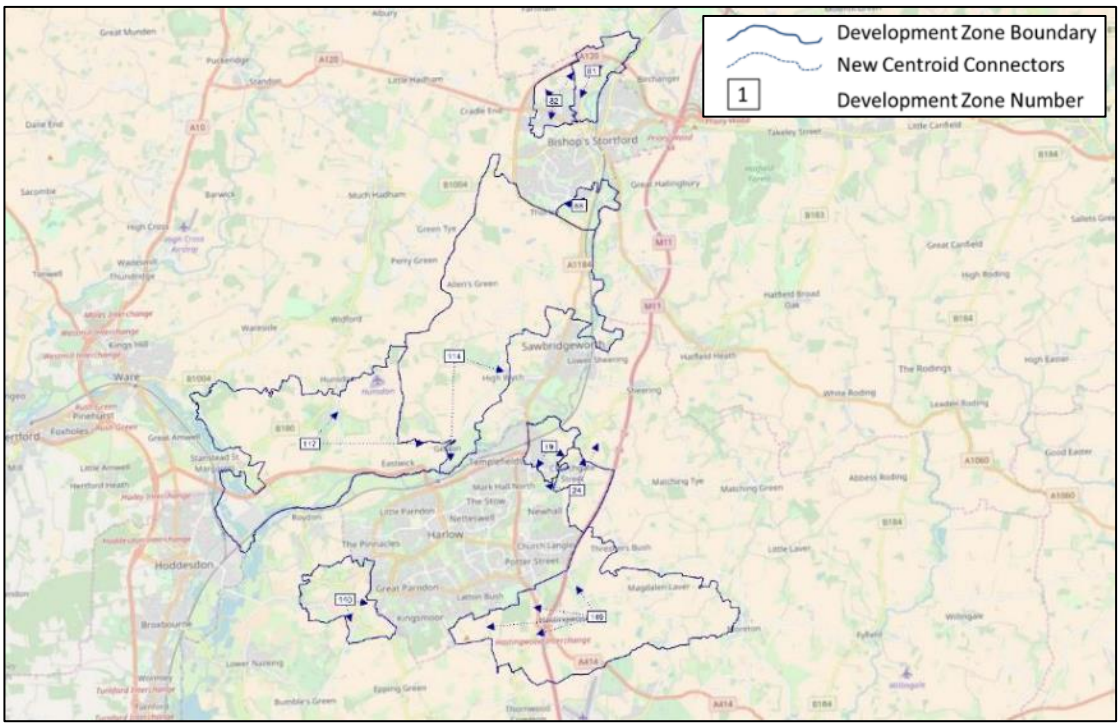
3.3 Changes in Zone Structure

3.3.1 There are 280 zones in the Harlow Transport Model. No changes have been made to the number of zones, or to what is represented geographically by each of the zones present in the base year model.

3.4 Changes in Centroid Connectors

3.4.1 Centroid connectors are the means by which the zone demand enters and exits the network; they connect zones with the coded highway network. In the base model, where possible, each zone was given a single connector. However, due to developments in place in the future years, additional connectors were added for eleven zones to provide realistic access and better routing. The location of all new connectors is shown in Figure 3-6.

Figure 3-6 : Location of Additional Centroid Connectors in the Future Year Models



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3.4.2 In VISUM it is possible to specify the percentage split of traffic using each connector from a zone, this can be defined in both the inbound and outbound directions. The proportion of trips given to each connector was determined by looking at the number of trips that are produced by the new development and the number of trips that exist for this zone in the base year model.

3.4.3 The proportions applied to each connector can be found in Appendix A.

3.5 Signalised Junction Timings

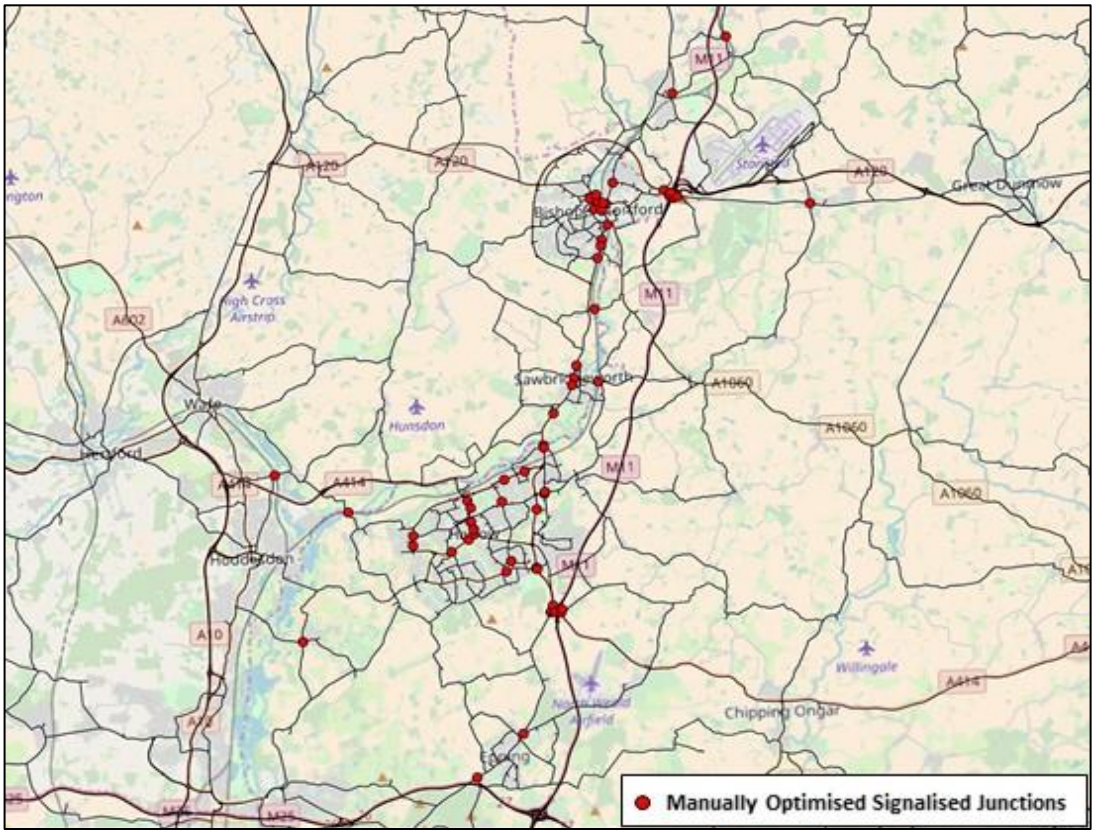
3.5.1 In urban areas most traffic signals are no longer on a fixed time operation, where phases and stages are identical for each cycle. Instead, a system of 'Vehicle Actuation' is used whereby vehicle flows and queues are detected by installations either within the road or above signal heads. This enables dynamic alteration of the signal timings to better fit with changing vehicle demand over the course of the day.

3.5.2 A consequence of this is that it is difficult to code signal timings into strategic models as average timings must be calculated rather than using fixed times provided.

3.5.3 As more traffic is added to the modelled network in the forecast years signal timings need to be adjusted from the base timings to better replicate operation under the new traffic conditions. Therefore, where high levels of delay have been observed in the Do-Minimum future year models some signal timings have been altered in order to optimise them, as would occur through the process of 'Vehicle Actuation' or indeed through a future update of fixed timings by the local highway authority. These changes have been replicated in the Do-Something networks to provide network consistency.

3.5.4 Figure 3-7 below displays the signalised junctions that have been optimised manually through adjustment of the coded signal timings. Changes to signal timings were considered based upon the appearance of significant delay in the specific model, especially considering blocking back. For most of these junctions, optimisation has only been carried out for the peak periods (AM and PM), and also only for the 2036 forecast models, when traffic levels are at the highest levels. Optimised 2036 signal timings were then also used in the 2051 models.

Figure 3-7 : Signalised junctions subject to manual optimisation of coded signal timings



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3.6 Generalised Cost

3.6.1 There were five demand matrices created for assignment onto the forecast model network. These represented cars (Car Commute, Car Employer's Business and Car Other), LGVs and OGVs.

3.6.2 For each of the five user classes a generalised cost formulation was required to produce a standardised journey time cost for any trip in the network based on distance, tolls and time coefficients. The values of time (VOT) and vehicle operating costs (VOC) that were calculated for the base year are detailed in the LMVR.

3.6.3 These were updated for each forecast year to represent changes in the perceived values of time and vehicle operating costs as detailed in the WebTAG databook from November 2014. The updated forecast VOTs and VOCs are given below in Table 3-4 to Table 3-6, as well as the 2014 base parameters in Table 3-3.

Table 3-3 : 2014 Cost Parameters

	AM Period		IP Period		PM Period	
User Class	**VOT (pence / min)**	**VOC (pence / km)**	**VOT (pence / min)**	**VOC (pence / km)**	**VOT (pence / min)**	**VOC (pence / km)**
UC1 Employer's Business	13.52	8.44	13.42	8.44	13.23	8.44
UC2 Commuting	45.84	16.53	44.78	16.53	44.07	16.53
UC3 Other	17.25	8.44	17.93	8.44	18.45	8.44
UC4 LGV	20.64	15.91	20.64	15.91	20.64	15.91
UC5 OGV	41.80	56.52	41.80	56.52	41.80	56.52

Table 3-4 : 2021 Cost Parameters

	AM Period		IP Period		PM Period	
User Class	**VOT (pence / min)**	**VOC (pence / km)**	**VOT (pence / min)**	**VOC (pence / km)**	**VOT (pence / min)**	**VOC (pence / km)**
UC1 Employer's Business	15.32	6.95	15.21	6.95	15.02	6.95
UC2 Commuting	52.00	15.24	50.87	15.24	50.00	15.24
UC3 Other	19.30	6.95	20.06	6.95	20.70	6.95
UC4 LGV	23.52	14.78	23.52	14.78	23.52	14.78
UC5 OGV	47.64	57.17	47.64	57.17	47.64	57.17

Table 3-5 : 2036 Cost Parameters

	AM Period		IP Period		PM Period	
User Class	**VOT (pence / min)**	**VOC (pence / km)**	**VOT (pence / min)**	**VOC (pence / km)**	**VOT (pence / min)**	**VOC (pence / km)**
UC1 Employer's Business	20.33	6.09	20.21	6.09	20.00	6.09
UC2 Commuting	69.16	14.39	67.84	14.39	66.53	14.39
UC3 Other	24.97	6.09	25.92	6.09	26.89	6.09
UC4 LGV	31.58	14.65	31.58	14.65	31.58	14.65
UC5 OGV	63.96	63.70	63.96	63.70	63.96	63.70

Table 3-6 : 2051 Cost Parameters

	AM Period		IP Period		PM Period	
User Class	**VOT (pence / min)**	**VOC (pence / km)**	**VOT (pence / min)**	**VOC (pence / km)**	**VOT (pence / min)**	**VOC (pence / km)**
UC1 Employer's Business	27.87	6.72	27.70	6.72	27.42	6.72
UC2 Commuting	94.80	14.91	92.98	14.91	91.19	14.91
UC3 Other	34.22	6.72	35.53	6.72	36.86	6.72
UC4 LGV	43.29	15.36	43.29	15.36	43.29	15.36
UC5 OGV	87.68	67.99	87.68	67.99	87.68	67.99

3.7 M11 J7a Scheme Coding

3.7.1 The scheme to be assessed by this forecasting work is the proposed M11 J7a. Coding of the M11 J7a scheme was based upon scheme drawings produced by the Highways team within Jacobs, and in agreement with ECC. All link lengths and junction geometries were coded with reference to these technical drawings.

3.7.2 Table 3-7 below displays the schemes coded in to the Do-Something network that are additional to what is included within the Do-Minimum models. All highway schemes are dependent upon the M11 J7a being completed.

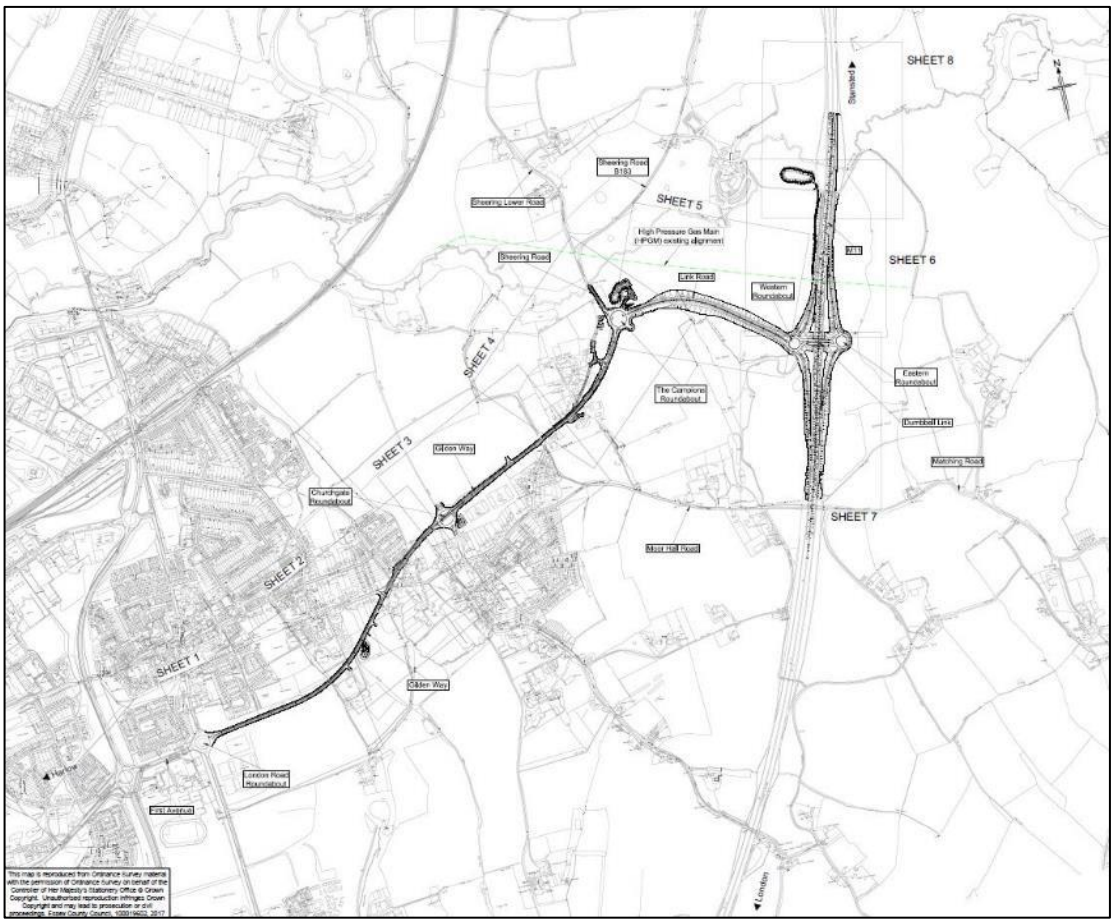
Table 3-7 : List of Highway Schemes for 2021, 2036 and 2051 Do-Something Models

Scheme Description	Opening Year	Dependent upon	NTEM DS	Medium DS	High DS
J7a Scheme	2021		Y	Y	Y
Lower Sheering Rd, local access only	2021	J7a	Y	Y	Y
Reduced speed limit on Gilden Way	2021	J7a	Y	Y	Y
HGV ban through Old Harlow and Churchgate St	2021	J7a	Y	Y	Y

3.7.3 In order to construct the Do-Something networks for all scenarios and forecast years it was necessary to code the additional links, main nodes and nodes that make up the M11 J7a scheme, which is to be examined. Other details such as speed limits were coded in agreement with ECC.

3.7.4 Figure 3-8 displays the current scheme drawing for the scheme and is up-to-date as of January 2017.

Figure 3-8 : M11 J7a Scheme Drawing

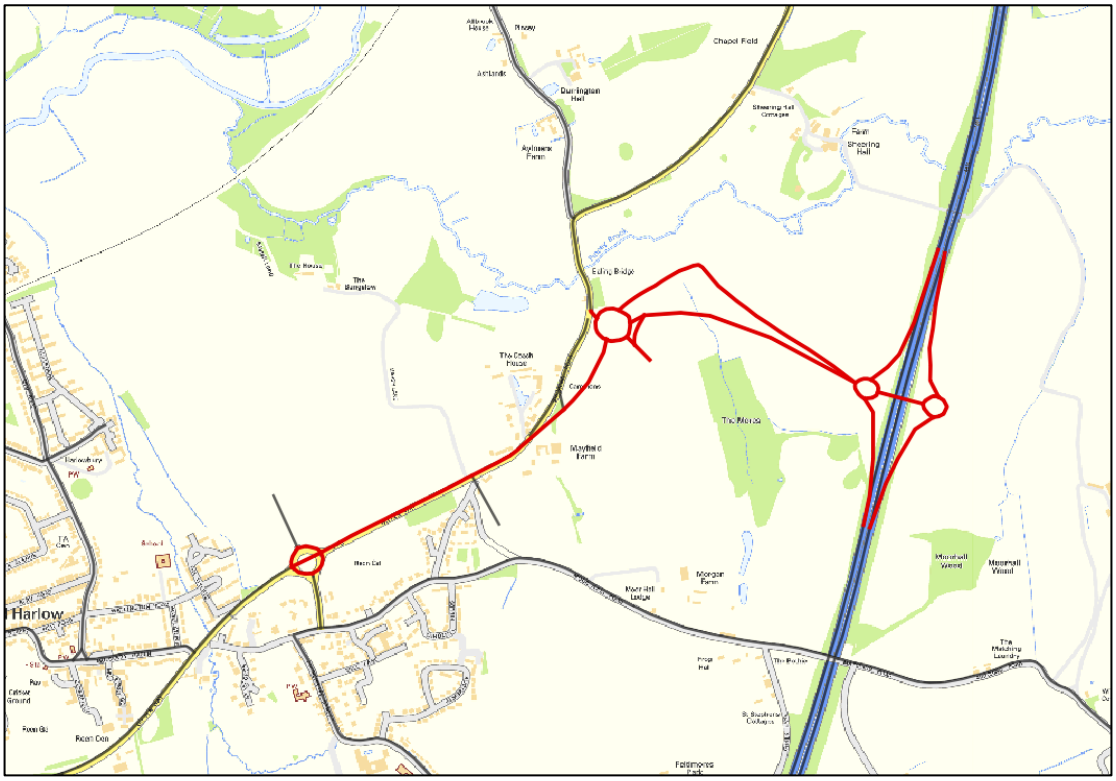


3.7.5 Figure 3-9 displays the location of the scheme and the new links, which are coded to represent the new motorway junction and associated link road.

3.7.6 In the scheme coding an additional arm is shown for the new roundabout on Sheering Road compared to the M11 J7a Scheme Drawing. This arm represents the primary access to the Harlow East housing development.

3.7.7 The Churchgate Roundabout to the south-west of the scheme on Gilden Way has been coded as a hamburger roundabout. Although this is not included within the scheme drawing it has been agreed with ECC that this is a likely complementary scheme to M11 J7a and therefore should be coded in to the Do-Something models.

Figure 3-9 : M11 J7a Scheme Link Coding



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4. Forecast Demand

4.1 Development Overview

4.1.1 Three forecast growth scenarios have been built and growth has been defined and determined as described below, and previously in Section 2.1:

- a core scenario (known as the NTEM Growth Scenario) based on NTEM 7.2 growth at the time by the scheme promoters to be the most likely growth scenario taking into account discussions with District officers and likely achievable build out rates;
- a low growth scenario (known as the Medium Growth Scenario); and
- a high growth scenario (known as the High Growth Scenario).

4.1.2 The NTEM Core scenario has been constrained to TEMPro at district level for those four districts for which Local Plan information was available and detailed within the Uncertainty Log (Harlow, East Herts, Uttlesford, Epping Forest). The alternative assumption facility within TEMPro was utilised for these four districts. As a result, growth in these districts was aligned to the NTEM 7.2 district growth level, but with a growth distribution reflective of that contained within the district local plans.

4.1.3 It is understood that these models are currently being updated and that they do not include the latest levels of forecast growth that are being driven by NPPF and Planning Guidance. Accordingly, it is being assumed that the NTEM scenario represents the core growth scenario. Two further scenarios are forecast: the medium growth scenario, and the high growth scenario, which includes all of the currently objectively assessed needs for each of the four key districts.

4.1.4 The forecasting of trip demand within the study area needs to consider both the impacts of local and national trends in travel demand from the present year of the model to the forecast years.

4.1.5 In considering national growth, the Department for Transport (DfT) Guidance, in TAG Unit M4, recommends the use of two data sources for the development of forecast growth factors as follows:

- National Trip End Model (NTEM) as currently encapsulated in the software package TEMPro (Using Dataset 7.2) for the derivation of traffic growth factors for cars trips; and
- National Transport Model (NTM), which is applicable for the derivation of traffic growth factors relating to light goods vehicles (LGV), and other goods vehicles classes 1 and 2 grouped together as heavy goods vehicles (HGV).

4.1.6 Traffic models were developed in Spring 2018 and as such the above data sources were the latest available at this time.

4.2 Local Land Development Data

4.2.1 To help identify appropriate development to be included in the three alternative forecast models, a list of prospective developments was provided by ECC and the districts within the study area. This was provided in the form of an uncertainty log, as described in Section 2.1.

4.2.2 A full list of developments explicitly modelled in the forecast models is included in Appendix A.

4.2.3 Table 4-1 and Table 4-2 respectively show the total number of dwellings and jobs added for each modelled year, and for each growth scenario. The level of housing and jobs added for the 2036 and 2051 models is actually the level projected between 2014 and 2033. The additional growth to 2036 and 2051 is dealt with by TEMPro factors, as explained in Section 2.2.

Table 4-1 : Forecast Dwellings

	2014-2021			2014-2033		
District	**NTEM**	**Medium**	**High**	**NTEM**	**Medium**	**High**
Harlow	2,272	2,962	3,346	5,263	6,750	8,108
East Herts	3,613	4,571	5,455	10,395	11,934	14,755
Epping Forest	0	1,095	2,396	2,226	5,760	8,198
Uttlesford	3,510	4,016	4,583	7,624	9,043	10,584
TOTAL	9,395	12,645	15,781	25,507	33,487	41,645

Table 4-2 : Forecast Jobs

	2014-2021			2014-2033		
District	**NTEM**	**Medium**	**High**	**NTEM**	**Medium**	**High**
Harlow	2,859	2,859	2,859	8,531	8,531	8,531
East Herts	2,189	2,789	2,927	4,658	4,922	5,436
Epping Forest	1,278	2,098	3,112	2,226	5,631	7,954
Uttlesford	2,374	4,451	4,632	4,643	8,992	11,135
TOTAL	8,701	12,197	13,531	20,059	28,076	33,055

4.2.4 Harlow, Epping Forest, Uttlesford and East Hertfordshire District Councils evaluated existing and future development needs and five-year housing supplies in accordance with the requirements of the National Planning Policy Framework. The outcome resulted in significant housing and employment growth within and around Harlow, Bishop's Stortford and Stansted Airport. The information on sites included in the Uncertainty Log has been provided by and agreed with the relevant district planning officers. The definition of probability for each site was based on categories in WebTAG Unit M4. The level of development for each site was provided by the districts, together with estimated timescales for site delivery.

4.2.5 The information on sites included in the Uncertainty Log has been provided by and agreed with the relevant district planning officers. The definition of probability for each site was based on categories in WebTAG Unit M4. The level of development for each site was provided by the districts, together with estimated timescales for site delivery.

4.2.6 The National Planning Policy Framework requires that local authorities identify the 'objectively assessed need' (OAN) for housing in their areas. Work carried out by the local authorities on this, as part of development of their Local Plans, also informed the selection of sites included within the Uncertainty Log.

4.2.7 Once the full uncertainty log for all three forecast scenarios and the two future years had been completed the development growth data was aligned to the VISUM model zone system. This involved assigning each development site in the uncertainty log to a zone. GIS was used to plots the sites using XY coordinates provided by ECC, the zone system was overlaid and each site allocated to a zone.

4.2.8 Checks were subsequently completed to ensure that development sites had not been wrongly allocated. Housing and jobs totals by zone were plotted spatially as bar graphs for each zone following this process; this was then ‘sense checked’ by ECC.

4.2.9 The increase in households and jobs due to development for the NTEM Growth Scenario within the detailed modelled area is illustrated in Figure 4-1 and Figure 4-2.

Figure 4-1 : NTEM Households and Jobs Growth to 2021

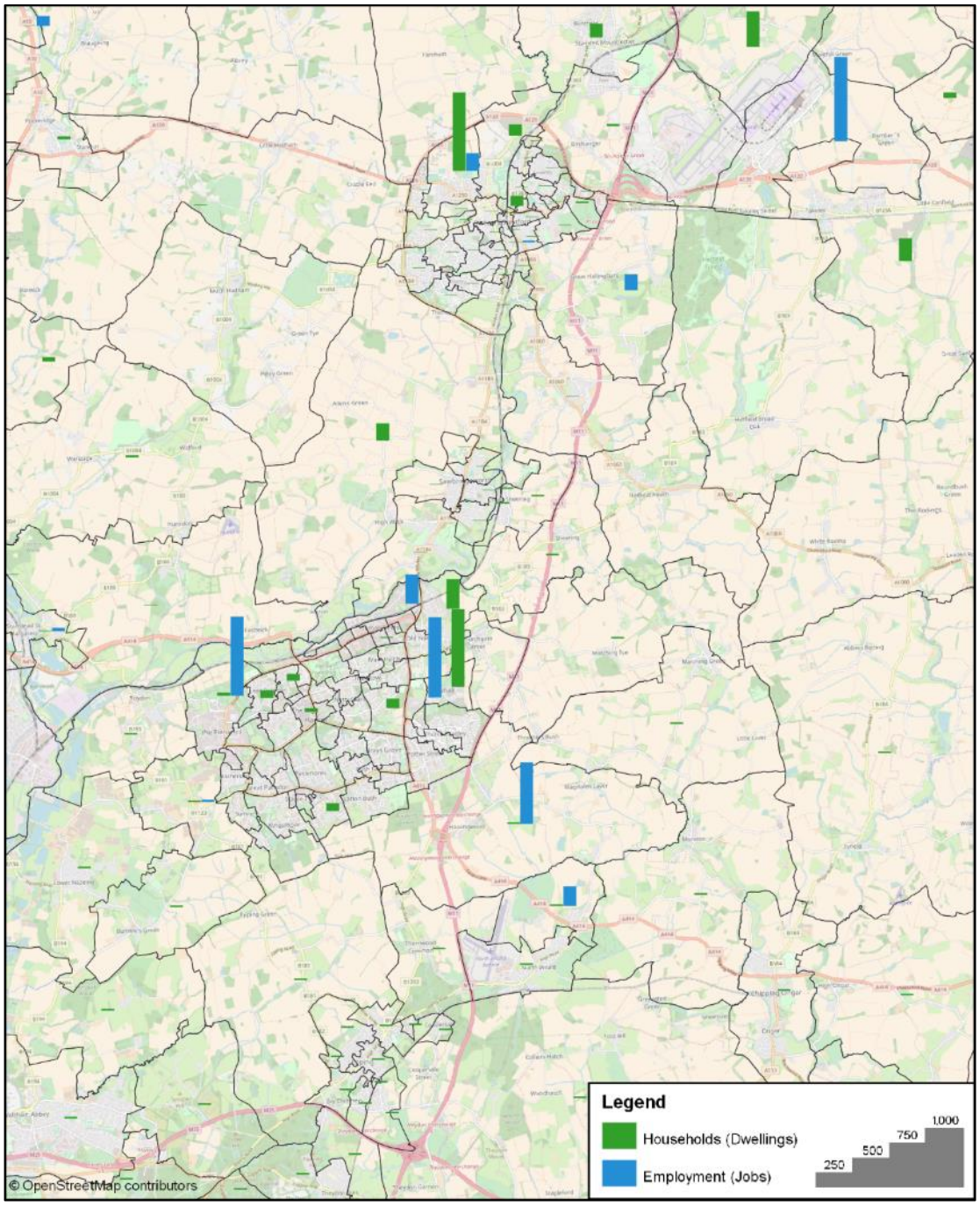
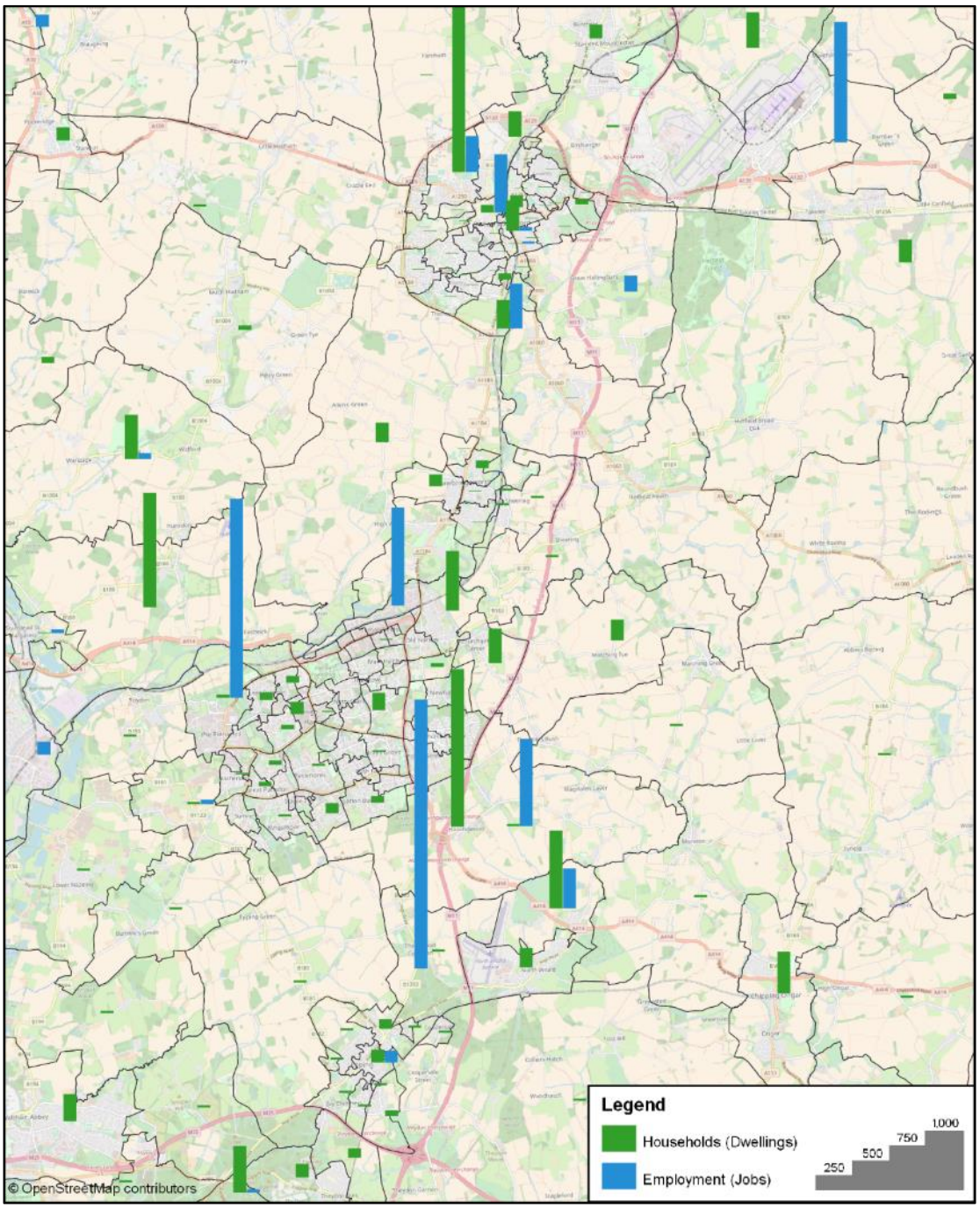


Figure 4-2 : NTEM Households and Jobs Growth to 2033



4.2.10 The increase in households and jobs due to development for the Medium Growth Scenario within the detailed modelled area is illustrated in Figure 4-3 and Figure 4-4.

Figure 4-3 : Medium Households and Jobs Growth to 2021

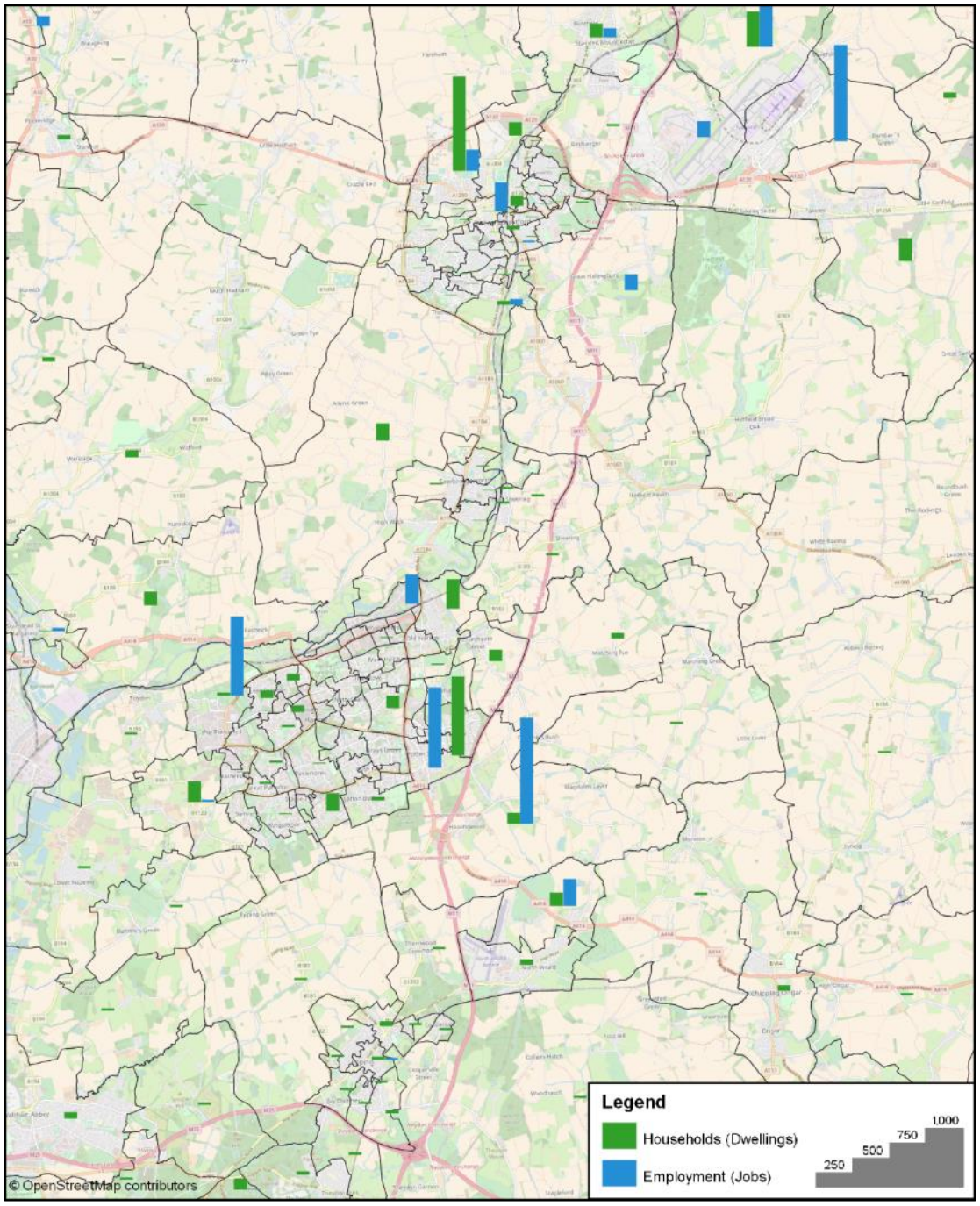
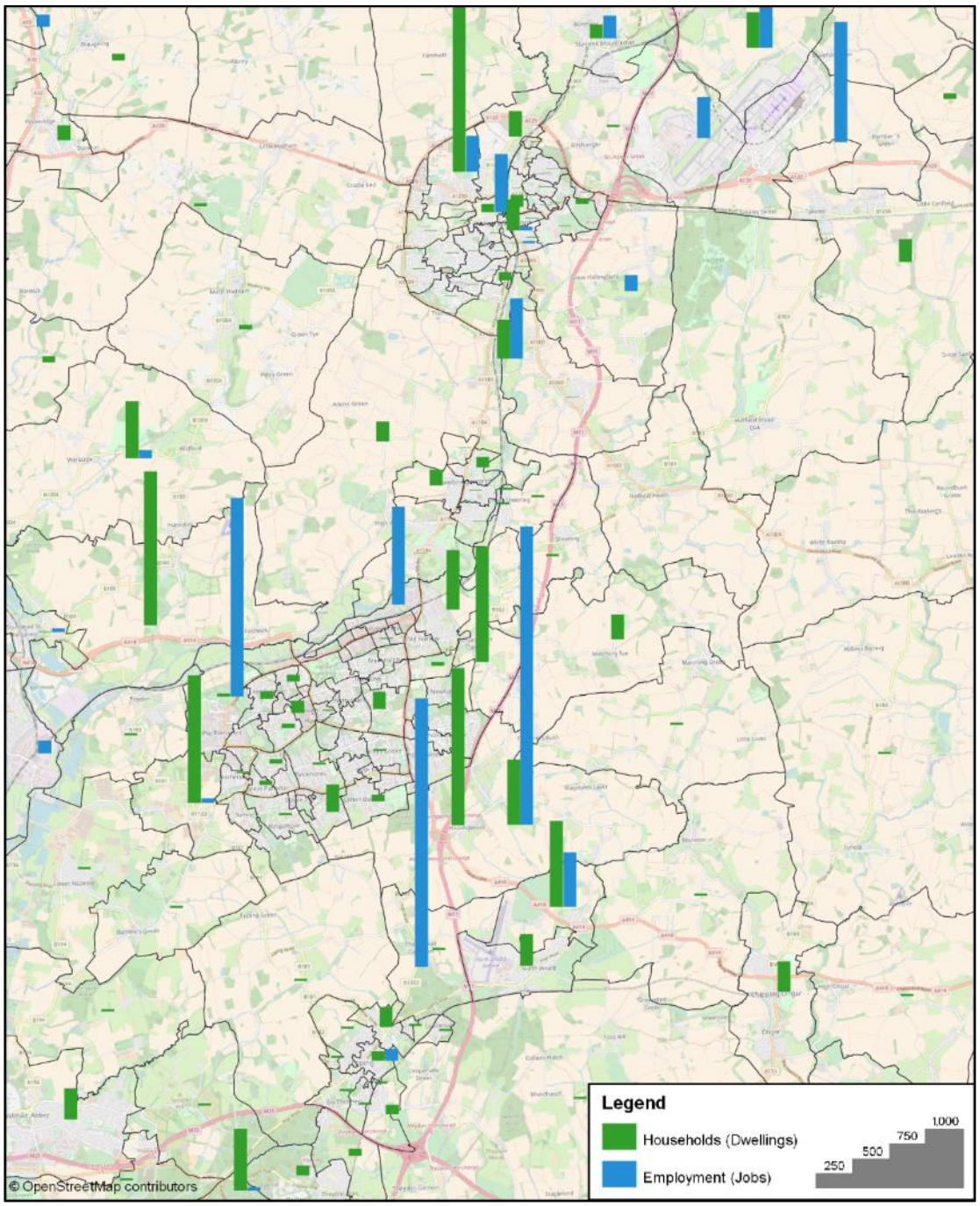


Figure 4-4 : Medium Households and Jobs Growth to 2033



4.2.11 The increase in households and jobs due to development for the High Growth Scenario within the detailed modelled area is illustrated in Figure 4-5 and Figure 4-6.

Figure 4-5 : High Households and Jobs Growth to 2021

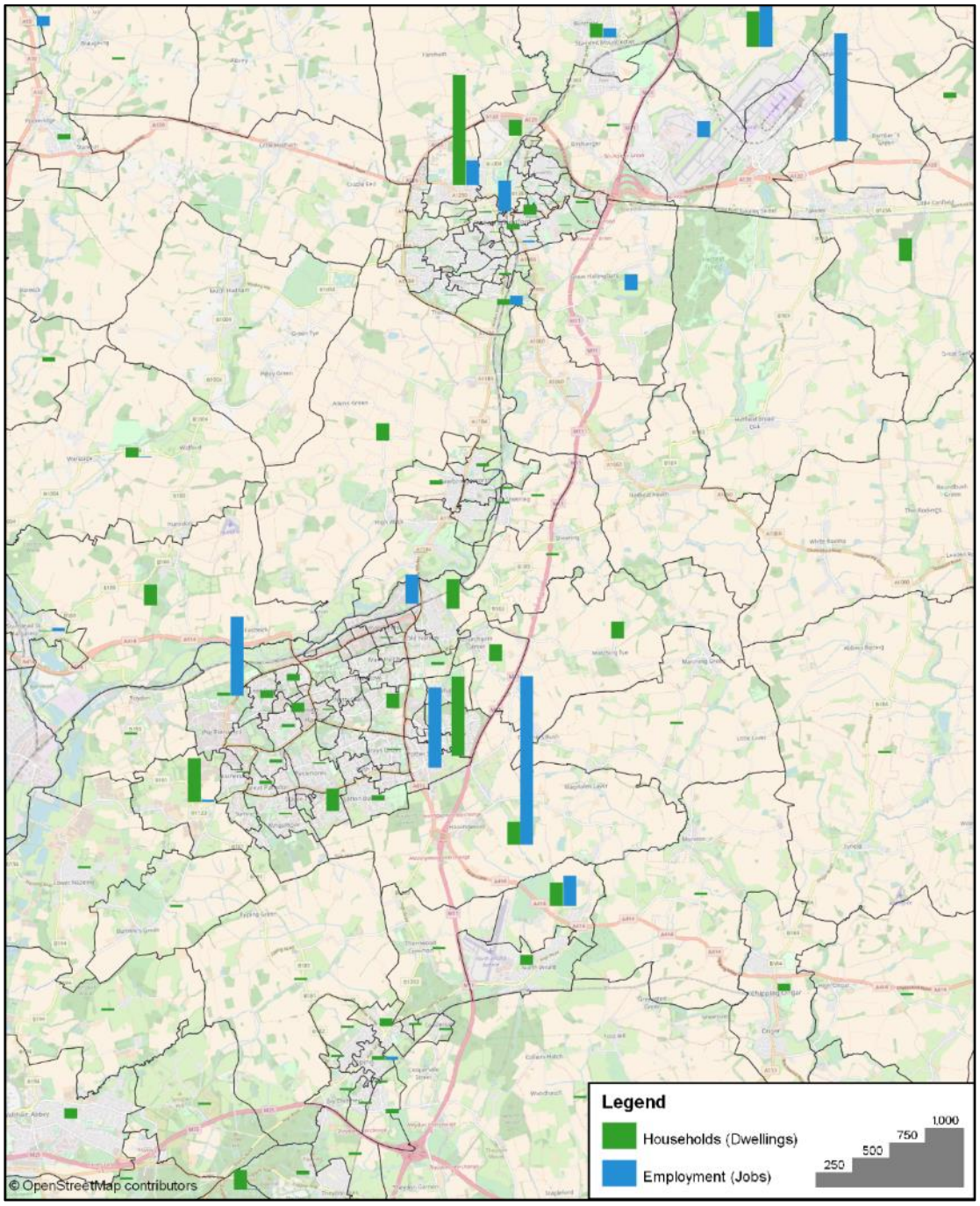
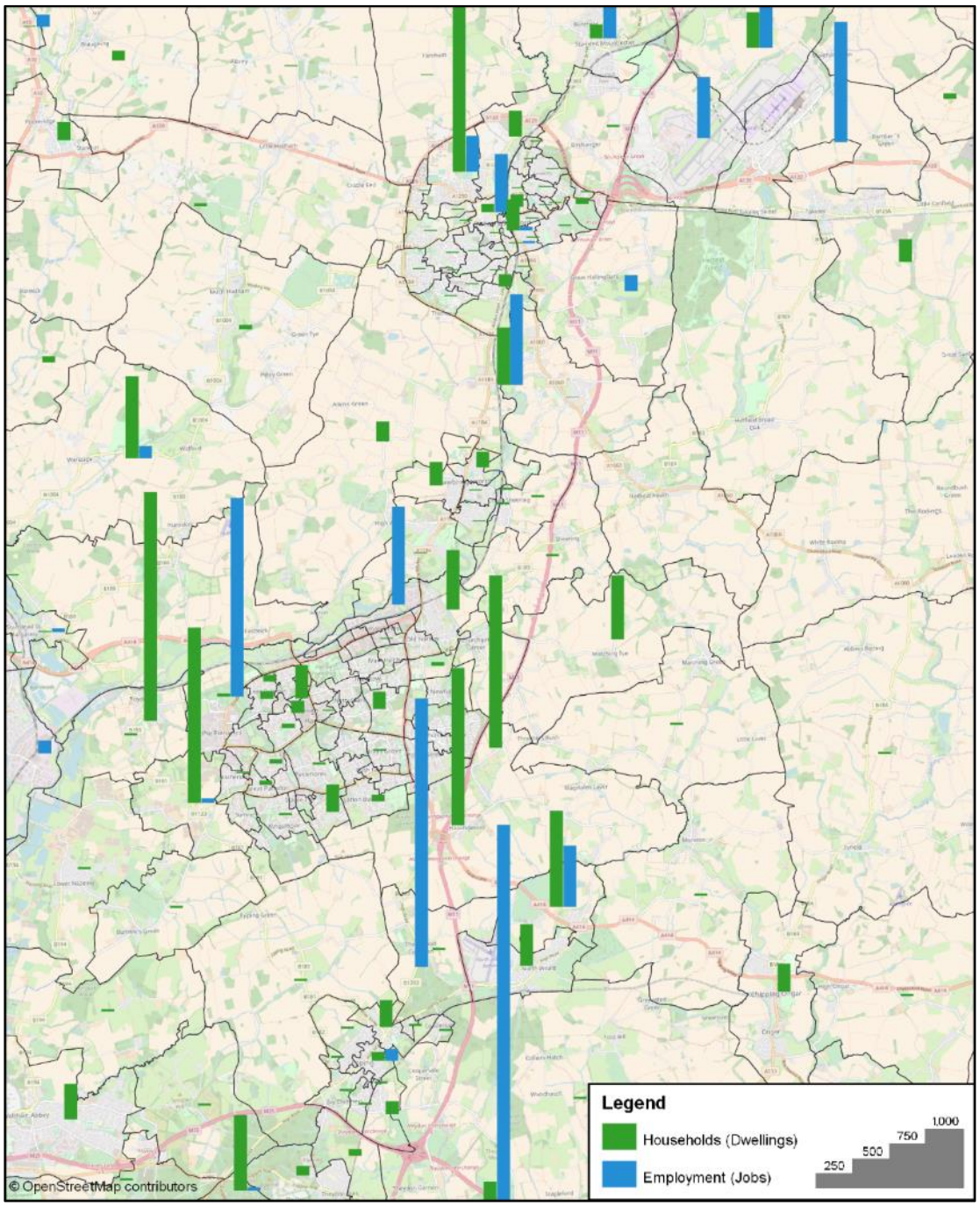


Figure 4-6 : High Households and Jobs Growth to 2033



4.3 Trip Generation by Zone: Cars

4.3.1 In order to forecast future year trips from the uncertainty log data provided a forecasting spreadsheet was developed for the Harlow Transport Model. The spreadsheet calculates trips for each development based upon land use trip rates sourced from the Trip Rate Information Computer System (TRICS) version 7.2.3. The trip rates from TRICS that were used are found below in Table 4-3.

Table 4-3 : Trip rates by land use type from TRICS

Land Use Type	Trip Rates by Gross Floor Area (m2), dwellings (housing) or beds (hotels)					
	Weekday AM		Weekday IP		Weekday PM	
	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
Housing	0.099	0.332	0.117	0.12	0.271	0.160
Office (B1)	1.282	0.082	0.2	0.173	0.074	1.098
Business Park (B1)	0.924	0.071	0.072	0.093	0.079	0.711
Industrial Estate (B1)	0.355	0.077	0.126	0.18	0.078	0.265
Industrial Estate (B2/B8)	0.008	0.004	0.006	0	0.013	0.016
Hotel	0.104	0.171	0.056	0.098	0.123	0.075
Leisure Centre	0.129	0.098	0.094	0.111	0.333	0.258
Retail Park (excluding food)	0.000	0.000	0.473	0.365	0.000	0.000
GP Surgeries	4.701	2.05	3.856	4.419	2.343	3.672
Shopping Centre	3.501	3.471	2.685	2.636	5.238	5.801
Food Superstore	2.104	1.531	4.202	3.959	4.495	4.744

4.3.2 Journey purpose splits were calculated by zone from the base model, although there is the capability to adjust these for each land use based upon alternative data. This enabled target trip-rates for each zone to be disaggregated by user class, the journey purpose splits are shown in Table 4-4, Table 4-5 and Table 4-6.

Table 4-4 : Journey purpose splits by land use type (AM)

Land Use Type	AM origin			AM Destination		
	Commute	Business	Other	Commute	Business	Other
Housing	0.67	0.03	0.30	0.35	0.07	0.58
Office (B1)	0.0	1.0	0.0	1.0	0.0	0.0
Business Park (B1)	0.0	1.0	0.0	0.8	0.2	0.0
Industrial Estate (B1)	0.0	1.0	0.0	0.8	0.2	0.0
Industrial Estate (B2/B8)	0.0	1.0	0.0	0.6	0.4	0.0
Hotel	0.0	0.6	0.4	1.0	0.0	0.0
Leisure Centre	0.0	0.0	1.0	0.0	0.0	1.0
Retail Park (excluding food)	0.0	0.0	1.0	0.8	0.0	0.2
GP Surgeries	0.0	0.0	1.0	0.0	0.0	1.0
Shopping Centre	0.0	0.0	1.0	0.6	0.0	0.4

Land Use Type	AM origin			AM Destination		
	Commute	Business	Other	Commute	Business	Other
Food Superstore	0.0	0.0	1.0	0.6	0.0	0.4

Table 4-5 : Journey purpose splits by land use type (IP)

Land Use Type	IP origin			IP Destination		
	Commute	Business	Other	Commute	Business	Other
Housing	0.38	0.03	0.59	0.27	0.02	0.71
Office (B1)	0.2	0.8	0.0	0.2	0.8	0.0
Business Park (B1)	0.0	1.0	0.0	0.0	1.0	0.0
Industrial Estate (B1)	0.2	0.8	0.0	0.2	0.8	0.0
Industrial Estate (B2/B8)	0.2	0.8	0.0	0.2	0.8	0.0
Hotel	0.0	0.5	0.5	0.0	0.5	0.5
Leisure Centre	0.0	0.0	1.0	0.0	0.0	1.0
Retail Park (excluding food)	0.0	0.0	1.0	0.0	0.0	1.0
GP Surgeries	0.0	0.0	1.0	0.0	0.0	1.0
Shopping Centre	0.0	0.0	1.0	0.0	0.0	1.0
Food Superstore	0.0	0.0	1.0	0.0	0.0	1.0

Table 4-6 : Journey purpose splits by land use type (PM)

Land Use Type	PM origin			PM Destination		
	Commute	Business	Other	Commute	Business	Other
Housing	0.39	0.04	0.57	0.72	0.04	0.24
Office (B1)	1.0	0.0	0.0	0.0	1.0	0.0
Business Park (B1)	0.8	0.2	0.0	0.0	1.0	0.0
Industrial Estate (B1)	0.8	0.2	0.0	0.0	1.0	0.0
Industrial Estate (B2/B8)	0.6	0.4	0.0	0.0	1.0	0.0
Hotel	1.0	0.0	0.0	0.0	0.6	0.4
Leisure Centre	0.0	0.0	1.0	0.0	0.0	1.0
Retail Park (excluding food)	0.8	0.0	0.2	0.0	0.0	1.0
GP Surgeries	0.0	0.0	1.0	0.0	0.0	1.0
Shopping Centre	0.6	0.0	0.4	0.0	0.0	1.0
Food Superstore	0.6	0.0	0.4	0.0	0.0	1.0

4.3.3 Trip targets for zones can be unconstrained or capped to TEMPro v7.2 levels.

4.3.4 For zones outside of the area of interest of this study (detailed in Section 1) no planning data was available and TEMPro growth factors were used instead. This implies that the level of growth in these areas is constant for all three alternative growth scenarios.

4.3.5 As explained in Section 2.2 the uncertainty log covers the period up to 2033 and therefore this is the period that is covered by the forecasting spreadsheet.

4.3.6 In order to produce 2036 matrices, it was necessary to apply TEMPro factors to the matrices to represent trip growth between 2033 and 2036. For the 2051 matrices TEMPro factors were used to replicate growth between 2033 and 2051.

4.3.7 These factors were applied in VISUM after initial trip matrices had been created for 2033 by going through the furnessing process, which is described in Section 4.5.

4.3.8 The TEMPro factors used are shown below in Table 4-7.

Table 4-7 : TEMPro Growth Factors for 2036 and 2051

Time Period	Growth Factor	
	2036	2051
AM	1.018	1.110
IP	1.026	1.127
PM	1.022	1.114

4.4 Trip Generation by Zone: Goods Vehicles

4.4.1 For goods vehicle an alternative method was employed as NTEM / TEMPro only provides trip-end data for car trips.

4.4.2 The background LGV and HGV growth factors were calculated from the National Transport Model (NTM) Road Traffic Forecasts 2015.

4.4.3 Trip rates for the employment development types were sourced from the Trip Rate Information Computer System (TRICS). These trip rates were applied to specific development sites and it was consequently concluded that there are no developments that would generate significant numbers of LGV and HGV trips. As such, no LGV or HGV trips were added to the forecast matrices in addition to the background growth added using the NTM.

4.4.4 The calculated growth for the South-East region from 2014 to 2021 and 2036 is given in Table 4-8.

Table 4-8 : Growth Factors for Good Vehicles calculated from NTM

Year	Growth Factor	
	LGVs	HGVs
2021	1.1843	1.0688
2036	1.5750	1.2293

4.4.5 The output from the forecasting spreadsheet is a set of target trip-ends for each zone by origin and destination, and for all car user classes. There is a separate forecasting spreadsheet produced for each year and growth scenario combination.

4.4.6 For goods vehicles forecast matrices are produced in the forecasting spreadsheet and are based upon the growth factors detailed above.

4.5 Trip Distribution

4.5.1 Once the trip-end targets described above had been calculated they were imported into VISUM. Within VISUM a process of furnessing the base matrices to these higher trip levels was undertaken using the 'matrix projection' tool.

4.5.2 Applying the correct trip-end targets, for each user class, time period, future year and forecast scenario, in this way created a set of initial forecast matrices.

4.5.3 There are some zones, covering existing greenfield areas, which have large amounts of new development proposed in the forecast years, but had relatively little trip generation in the base year. In the base year, these zones have only a very small number of trips, distributing to a relatively small collection of zones. It is recognised that applying the base distribution to these zones in the forecast year would not produce realistic trip distribution for these sites.

4.5.4 Consequently, within the forecasting spreadsheet a number of zones were assigned parent zones, and as such for these development zones the base year distribution was adjusted to match the parent zone distribution. This ensured that a more realistic trip distribution was applied in the forecast years for greenfield developments.

4.5.5 The development zones that were given a parent zone distribution are as follows in Table 4-9.

Table 4-9 : Development zones and associated parent zones used for trip distribution

Land Use	Development Uncertainty Log Reference	Development Location	Model Zone	Parent Zone(s)	Parent Zone(s) Location
Housing	326	Little Parndon	5	194	Little Parndon
	298	East of Harlow	19	99+25	Church Langley
	325	East of Harlow	151	99+25	Church Langley
	383	East of Harlow	24	99+25	Church Langley
	305	East of Harlow	23	99+25	Church Langley
	372	East of Harlow	149	99+25	Church Langley
	52,53	North of Harlow	117	42+38+99 +25	Combined Katherines, Sumners, Church Langley
	333,375	Katherines, Sumners	140	42+38	Combined Katherines, Sumners
	54a	Little Hadham	118	118	Little Hadham
	27,28	North West of Bishop's St.	82	83+84+85	South West of Bishop's St.

Land Use	Development Uncertainty Log Reference	Development Location	Model Zone	Parent Zone(s)	Parent Zone(s) Location
	26	South of Bishop's St.	88	83+84+85	South West of Bishop's St.
Employment	49	Centre of Bishop's St.	75	75	Centre of Bishop's St.
	336	East of Harlow	21	41+43+44	Pinnacles
	372, 378	South of Harlow	149	41+43+44	Pinnacles

4.6 Stansted Airport Growth

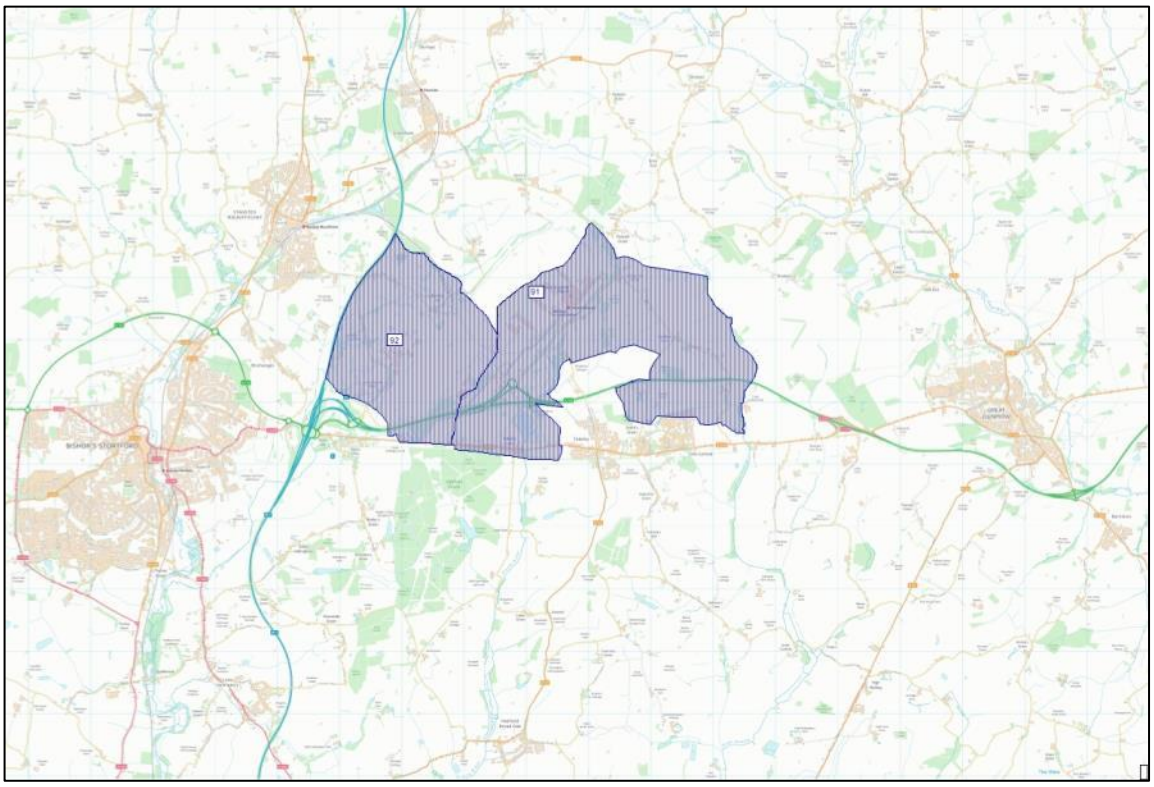
4.6.1 Traffic growth data was provided to Jacobs by Manchester Airports Group (MAG) who own and operate Stansted Airport. This data was used to produce Stansted Airport target trip-ends for the forecast years rather than using trip rates from TRICS.

4.6.2 As such, Stansted Airport is excluded from the uncertainty log and thus the forecast spreadsheet calculations. Airport target trip-ends were calculated separately and applied to the zones that cover Stansted Airport in the model, zones 91 and 92.

4.6.3 The target trip-ends were added to the final output numbers within the forecasting spreadsheet and fed into VISUM so that they are subject to furnessing within the software.

4.6.4 The location of the Stansted Airport site and the zones that represent it is shown in Figure 4-7.

Figure 4-7 : Stansted Airport Traffic Model Zones



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4.6.5 The factors used are based upon growth to 35mppa by 2030, which represents the level permitted by Stansted's current approved planning application. Manchester Airports Group (MAG) have aspirations for growth to 45mppa in this period, however they have yet to secure planning permission for this.

4.6.6 Growth factors were provided between 2014 and 2025, which is the point at which MAG estimates that Stansted Airport will reach 35mppa on current projections. Linear interpolation was applied to estimate growth factors for the 2015 to 2021 period. Traffic growth was assumed to be capped at the levels predicted for 2025 as at this point the Airport would not be able to accommodate any additional passenger growth within the current planning application.

4.6.7 Table 4-10 presents the final factors used for Stansted Airport growth in each scenario. Please note that these growth factors are the same for each growth scenario.

Table 4-10 : Growth Factors for Stansted Airport

Year	Time Period	Direction	Forecast Growth Scenario		
			NTEM	Medium	High
2021	AM	Destination	1.17	1.17	1.17
2021	AM	Origin	1.20	1.20	1.20
2021	IP	Destination	1.45	1.45	1.45
2021	IP	Origin	1.56	1.56	1.56
2021	PM	Destination	1.05	1.05	1.05
2021	PM	Origin	1.08	1.08	1.08
2036	AM	Destination	1.33	1.33	1.33
2036	AM	Origin	1.41	1.41	1.41
2036	IP	Destination	1.90	1.90	1.90
2036	IP	Origin	2.13	2.13	2.13
2036	PM	Destination	1.11	1.11	1.11
2036	PM	Origin	1.16	1.16	1.16

4.7 Primary and Secondary School Growth

4.7.1 It was decided to generate forecast trips for schools outside of the forecasting spreadsheet, primarily in order to enable easier sense checking of the outcomes. Growth associated with new schools was calculated in the following way.

4.7.2 Data on the location and size of planned new schools in the detailed modelled area was derived from advice given by ECC and information obtained from draft Local Plans and development masterplans. Additionally, an adjustment factor was applied to the size of the school in any scenarios where the surrounding development was not being modelled as complete in the forecast year.

4.7.3 Separate trip rates per pupil were extracted from TRICS for both primary and secondary schools across England (excluding London). The trip rates by time period and by direction used are displayed below in Table 4-11.

Table 4-11 : School trip rates from TRICS

School Type	Time Period	Trip Rate per pupil	
		Arrivals	Departures
Primary	AM	0.269	0.181
	IP	0.022	0.019
	PM	0.03	0.044
Secondary	AM	0.159	0.104
	IP	0.013	0.012
	PM	0.014	0.027

4.7.4 The factors were then applied to each school based upon the projected number of pupils and then the trips were assigned to the correct modelled zone, in which the new school site is located.

4.7.5 Trips were assumed to fall within the 'Car Other' user class; however, 'Car Commute' distributions were used for the modelled zones with new school trips. This distribution was deemed to be more representative of the origins and destinations of school trips.

4.7.6 Forecast school trip matrices were produced and then added to forecast matrices before assignment in VISUM.

4.7.7 Table 4-12 illustrates the final number of trips added for each year and forecast scenario as a result of this process. There is no available development information for the period between 2036 and 2051; consequently, no additional school trips growth has been modelled for 2051.

Table 4-12 : Additional car trips associated with proposed new schools

Forecast Growth Scenario	2021			2036 / 2051		
	AM	IP	PM	AM	IP	PM
NTEM	1101	249	185	3668	334	612
Medium	1542	141	263	4949	448	820
High	1992	181	340	6359	574	1049

4.8 Pre-VDM Trip Matrix Comparisons

4.8.1 Trip totals for the base year and three forecast years are examined in this section of the report for all three growth scenarios. The values below are for the trip matrices at the end of the matrix building processes described above. In addition, the production of final matrices involved running a Variable Demand Model (VDM) to forecast changes to peoples' trip origins and destinations. The VDM model and resultant matrices are described in Section 5.

4.8.2 Table 4-13 presents the trip total comparison for the NTEM Growth Scenario.

Table 4-13 : Pre-VDM Trip Matrix Totals – NTEM Growth Scenario

User Class	2014 Base	2021 Forecast	2036 Forecast	2051 Forecast	% Change to 2021	% Change to 2036	% Change to 2051
Morning (AM)							
Car Commute	90,852	94,670	101,161	110,303	4%	11%	21%
Car Employers Business	12,578	13,458	14,545	15,859	7%	16%	26%
Car Other	42,463	47,582	57,893	62,796	12%	36%	48%
LGV	31,215	37,042	49,364	54,794	19%	58%	76%
HGV	9,689	10,373	11,950	13,265	7%	23%	37%
Total Car	**145,893**	**155,710**	**173,598**	**188,958**	**7%**	**19%**	**30%**
Total Goods Vehicles	**40,904**	**47,415**	**61,314**	**68,059**	**16%**	**50%**	**66%**
Inter-peak (IP)							
Car Commute	26,467	27,733	29,894	32,837	16%	26%	31%
Car Employers Business	10,789	11,469	12,611	13,852	11%	29%	34%
Car Other	53,055	58,712	70,094	76,962	14%	42%	47%
LGV	23,554	28,124	37,709	42,498	18%	58%	71%
HGV	4,712	5,067	5,865	6,610	8%	24%	29%
Total Car	**90,310**	**97,914**	**112,599**	**123,650**	**14%**	**36%**	**41%**
Total Goods Vehicles	**28,265**	**33,191**	**43,574**	**49,108**	**17%**	**52%**	**64%**
Evening (PM)							
Car Commute	86,622	87,574	91,924	100,199	1%	6%	16%
Car Employers Business	13,656	14,447	15,693	17,106	6%	15%	25%
Car Other	56,082	60,069	69,090	75,256	7%	23%	34%
LGV	29,192	34,600	46,055	51,305	19%	58%	76%
HGV	4,377	4,681	5,387	6,001	7%	23%	37%
Total Car	**156,361**	**162,090**	**176,708**	**192,561**	**4%**	**13%**	**23%**
Total Goods Vehicles	**33,569**	**39,281**	**51,441**	**57,306**	**17%**	**53%**	**71%**

4.8.3 Table 4-14 presents the trip total comparison for the Medium Growth Scenario.

Table 4-14 : Pre-VDM Trip Matrix Totals – Medium Growth Scenario

User Class	2014 Base	2021 Forecast	2036 Forecast	2051 Forecast	% Change to 2021	% Change to 2036	% Change to 2051
Morning (AM)							
Car Commute	90,852	96,670	106,226	115,826	6%	17%	27%
Car Employers Business	12,578	13,598	14,964	16,316	8%	19%	30%
Car Other	42,463	48,515	59,765	64,723	14%	41%	52%
LGV	31,215	37,042	49,364	54,794	19%	58%	76%
HGV	9,689	10,373	11,950	13,265	7%	23%	37%
Total Car	**145,893**	**158,783**	**180,956**	**196,866**	**9%**	**24%**	**35%**
Total Goods Vehicles	**40,904**	**47,415**	**61,314**	**68,059**	**16%**	**50%**	**66%**
Inter-peak (IP)							
Car Commute	26,467	28,183	31,095	34,157	16%	26%	31%

User Class	2014 Base	2021 Forecast	2036 Forecast	2051 Forecast	% Change to 2021	% Change to 2036	% Change to 2051
Car Employers Business	10,789	11,699	13,108	14,399	11%	29%	34%
Car Other	53,055	58,960	70,143	77,004	14%	42%	47%
LGV	23,554	28,124	37,709	42,498	18%	58%	71%
HGV	4,712	5,067	5,865	6,610	8%	24%	29%
Total Car	**90,311**	**98,842**	**114,346**	**125,559**	**14%**	**36%**	**41%**
Total Goods Vehicles	**28,266**	**33,191**	**43,574**	**49,108**	**17%**	**52%**	**64%**
Evening (PM)							
Car Commute	86,622	90,181	97,977	106,796	4%	13%	23%
Car Employers Business	13,656	14,589	16,088	17,537	7%	18%	28%
Car Other	56,082	60,873	70,722	77,016	9%	26%	37%
LGV	29,192	34,600	46,055	51,305	19%	58%	76%
HGV	4,377	4,681	5,387	6,001	7%	23%	37%
Total Car	**156,360**	**165,643**	**184,787**	**201,349**	**6%**	**18%**	**29%**
Total Goods Vehicles	**33,569**	**39,281**	**51,441**	**57,306**	**17%**	**53%**	**71%**

4.8.4 Table 4-15 presents the trip total comparison for the High Growth Scenario.

Table 4-15 : Pre-VDM Trip Matrix Totals – High Growth Scenario

User Class	2014 Base	2021 Forecast	2036 Forecast	2051 Forecast	% Change to 2021	% Change to 2036	% Change to 2051
Morning (AM)							
Car Commute	90,852	97,147	107,632	117,359	7%	18%	29%
Car Employers Business	12,578	13,642	15,096	16,460	8%	20%	31%
Car Other	42,463	49,221	61,863	66,883	16%	46%	58%
LGV	31,215	37,042	49,364	54,794	19%	58%	76%
HGV	9,689	10,373	11,950	13,265	7%	23%	37%
Total Car	**145,893**	**160,010**	**184,591**	**200,701**	**10%**	**27%**	**38%**
Total Goods Vehicles	**40,904**	**47,415**	**61,314**	**68,059**	**16%**	**50%**	**66%**
Inter-peak (IP)							
Car Commute	26,467	28,309	31,451	34,547	16%	26%	31%
Car Employers Business	10,789	11,735	13,223	14,524	11%	29%	34%
Car Other	53,055	59,269	70,936	77,862	14%	42%	47%
LGV	23,554	28,124	37,709	42,498	18%	58%	71%
HGV	4,712	5,067	5,865	6,610	8%	24%	29%
Total Car	**90,311**	**99,314**	**115,609**	**126,934**	**14%**	**36%**	**41%**
Total Goods Vehicles	**28,266**	**33,191**	**43,574**	**49,108**	**17%**	**52%**	**64%**
Evening (PM)							
Car Commute	86,622	91,606	99,329	108,270	6%	15%	25%
Car Employers Business	13,656	14,681	16,219	17,680	8%	19%	29%
Car Other	56,082	61,488	71,622	77,976	10%	28%	39%
LGV	29,192	34,796	46,055	51,305	19%	58%	76%

User Class	2014 Base	2021 Forecast	2036 Forecast	2051 Forecast	% Change to 2021	% Change to 2036	% Change to 2051
HGV	4,377	4,699	5,387	6,001	7%	23%	37%
Total Car	**156,360**	**167,775**	**187,170**	**203,926**	**7%**	**20%**	**30%**
Total Goods Vehicles	**33,569**	**39,495**	**51,441**	**57,306**	**18%**	**53%**	**71%**

4.8.5 The growth displayed above for all growth scenarios is consistent with the methodology and assumptions laid out in this section of the report. The trip matrix totals demonstrate that the process of generating growth is logical and proportionate.

5. Forecast Model Variable Demand Modelling

5.1 Development Overview

5.1.1 Given the strategic importance of the M11 J7a scheme for road traffic in Essex, Hertfordshire and the wider region it was decided that a Variable Demand Model (VDM) was necessary to accurately simulate future traffic conditions.

5.1.2 The principles applied to develop the VDM followed DfT guidance, set out as follows in TAG Unit M2: Variable Demand Modelling (March 2014).

5.1.3 The DfT (TAG Unit M2) advocates that Variable Demand (VD) modelling should be carried out on schemes where the total value of improvements exceeds £5 million. As the M11 J7a scheme has an estimated cost over that threshold, full VD modelling for all forecast scenarios was undertaken following agreement with ECC. A preliminary assessment of elastic assignment was not deemed necessary.

5.1.4 The premise of VD modelling is that any change in travel cost, through traffic intervention or changes in travel demand is liable to either induce or suppress traffic. The proposed junction improvement on the M11 will likely make journeys quicker and cheaper for existing users by relieving congestion in the network and as such users will either re-route from other less appealing roads, change the destination of travel where previously inaccessible locations now become accessible, or shift travel from public transport to car creating new trips that previously did not exist.

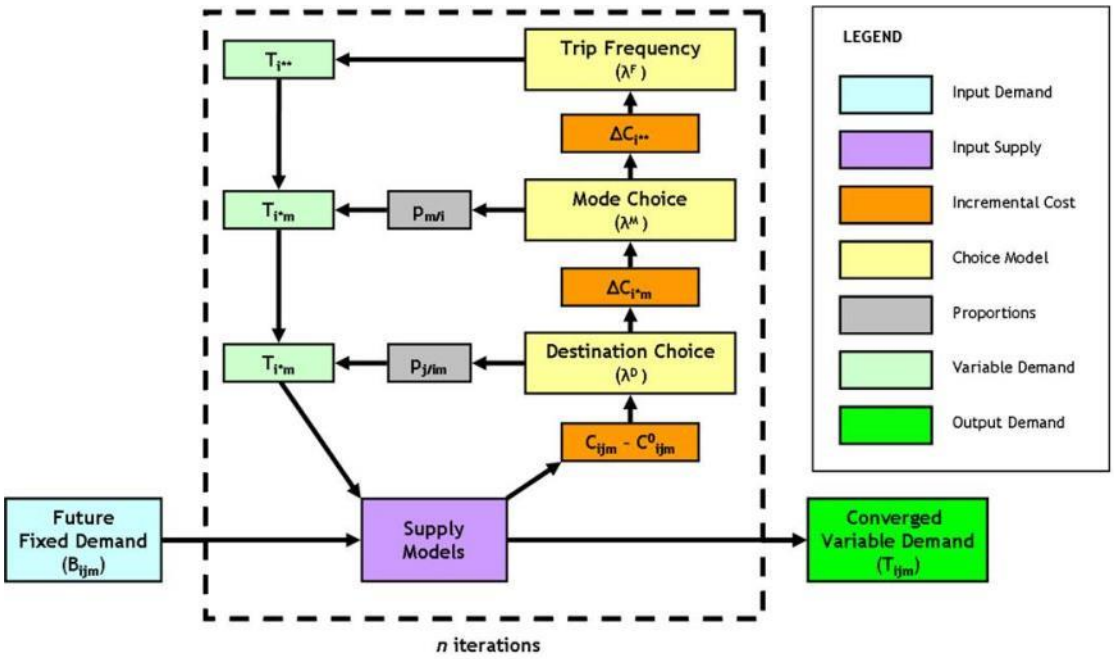
5.1.5 The VD model has been developed within the VISUM software platform and the specifications used are detailed further in later sections. As detailed in TAG Unit M2, the VD model was subject to realism testing to ensure that the demand model predicts the changes in the choices within acceptable margins; this is discussed further in this section. Note that in line with normal practice only cars have been subjected to VD as it is assumed that neither LGV nor HGV flows would be affected by the new scheme other than through route choice.

5.2 Variable Demand Approach

5.2.1 TAG Unit M2 recommends an incremental hierarchical choice model which calculates the changes of travellers liable to make one choice over many alternatives based on changes in travel costs. The choice mechanisms used for this scheme assessment are: the destination of any given trip, the mode of transport taken and the generation or loss of trips.

5.2.2 TAG Unit M2 (Paragraph 4.8.5) states that “Macro time period choice should be considered when strong cost differentials between time periods are expected to develop or change”. Time of day choice was excluded from analysis following initial assessments of traffic suggesting that the speed differential across periods was not significant. In the incremental VD model all changes in travel costs are made relative to the Base Year model and the travel demand is adjusted accordingly. The hierarchy of response is shown in Figure 5-1, which is in line with the DfT guidance (TAG Unit M2 (Paragraphs 4.5.1 – 4.5.6)). The hierarchical approach means that each choice in trip alternatives is made in a certain order, and the outcome of the previous choice influences the outcome of the next choice.

Figure 5-1 : Hierarchical Choice Model



i	Trip Origin	$C_{ijm} - C^0_{ijm}$	Cost Difference	ΔC_{i*m}	Composite Cost across Destination Choice	T_{i**}	Demand estimate summed over Frequency
j	Trip Destination	(λ^D)	Destination sensitivity	ΔC_{i**}	Composite Cost across Mode Choice	T_{i*m}	Demand estimate summed over frequency and mode
m	Main Mode	(λ^M)	Mode sensitivity	$P_{j/im}$	Proportion choosing destination j for given mode and origin	T_{ijm}	Demand estimate summed over frequency, mode and destination
B_{ijm}	Future Base Demand	(λ^F)	Frequency sensitivity	$P_{m/i}$	Proportion choosing mode m for given origin	T	Full Demand Estimate

5.2.3 Choices made higher in the hierarchy act as constraints on those made later and therefore the sensitivity of the choice (as defined by the absolute values of λ) must not decrease down the sequence as stated in TAG Unit M2 (Paragraph 4.2.5). In the case of a hierarchy with structure FMD (Frequency-Mode-Destination) as shown in Figure 5-1 it must be the case that: $\lambda F \leq \lambda M \leq \lambda D$.

5.2.4 The choice model operates on 3 segments according to journey purpose and is applied to car trips only.

5.2.5 The underlying reason for this, as discussed in TAG Unit M2 (Section 1.7) is that the sensitivity of the model is likely to be different for various trip purposes and other segments. Consequently, the sensitivity parameter is likely to be numerically larger when there is more freedom to choose. The choice model is undertaken at the 12-hour level using the full matrices.

5.2.6 Travel costs are taken from the Base Year model, which is assigned onto the network for 3 car user classes; Commute, Employer's Business and Other. Each of these three user classes provides costs to the VDM.

5.2.7 Trip making between external model zones was not subject to VD modelling. Cost damping was applied on the remaining trips to reflect the fact that longer distance trips are less sensitive to changes in cost.

5.3 Cost Calculation

5.3.1 For each journey purpose, a cost difference matrix is created, defined as follows:

$$\Delta C_{ijm} = C^{P}{}_{ijm} - C^{R}{}_{ijm} \qquad (1)$$

5.3.2 Where C^P is the proposed reference case cost and C^R is the pivot model cost. The reference case cost is based upon an estimate of future generalised costs and value of time. The pivot model cost is the point at which the reference cost is taken from and is the point where all costs are compared. The cost is a 12-hour demand weighted average cost from the three modelled time periods. The cost matrices are generated by the VISUM assignment for each period. Starting with the 12-hour base matrices $T^0_{ijm*pct}$, ψ factors are calculated to convert to each of the three VISUM assignment time periods (AM peak, Inter-Peak and PM peak). Lt is defined as the length of each of these periods, so that

$$Lt_{AM} = Lt_{PM} = 3;\ Lt_{IP} = 6;\ Lt_{AM} + Lt_{IP} + Lt_{PM} = 12 \qquad (2)$$

5.3.3 Then, based on the time period Base Year matrices, ψ is calculated as:

$$\psi_{t|ijmpc} = [T^0_{ijmtpc} / T^0_{ijm*pc}] / Lt \qquad (3)$$

5.3.4 These time period factors do not vary. The time period cost matrices C_{ijtu} (where u refers to "user class") are implicitly O/D.

5.3.5 As presented in equation (1), the 12-hour cost matrices at the lowest level are then compared against the Base Year model 12-hour cost matrices to produce cost difference matrices. These then form the basis of the composite costs which adjust the costs based on the previous level's choices.

5.3.6 Costs are passed up the structure of the hierarchical choice model by the composite costs (also termed 'logsums'), so that the choices made higher up reflect the choices below. The sequence of the calculations requires that the composite cost be calculated for each level starting from the bottom of the hierarchy and working its way up. The formula used for the calculation of the composite cost for incremental models is presented below as specified within TAG Unit M2 (Paragraph 3.2.1).

$$\Delta C^{y-1}_{comp} = -\frac{1}{-\lambda^y} \ln\left(\sum_x \frac{T^y_x}{T^y_{tot}} \exp(-\lambda^y \Delta C^y_x) \right) \qquad (4)$$

where:

ΔC^{y-1}_{comp} is the composite cost summed over the choices x in stage y

λ^y is the choice sensitivity parameter for choice y

ΔC^y_x is the generalised cost of choice x given choice y

T^y_x is the number of trips choosing x at stage y

T_{tot}^{y} is the total number of trips available at stage y

5.4 The Mathematical Specification

5.4.1 In the hierarchical choice model, the destination choice is considered first (i.e. is at the bottom of the hierarchy) using the formulae below. The change in the generalised cost at the lowest level leads both to a change in the proportion p_{jlim} and to the incremental composite cost ΔC_{i*m} for the next level in the hierarchy.

$$p_{j/im} = \frac{B_{ijm} \exp(-\lambda^D \Delta C_{ijm})}{\sum_k B_{ikm} \exp(-\lambda^D \Delta C_{ikm})} \quad (5)$$

and

$$B_{i*m} \exp(-\lambda^D \Delta C_{i*m}) = \sum_k B_{ikm} \exp(-\lambda^D \Delta C_{ikm}) \quad (6)$$

5.4.2 Then, for mode choice the specification is:

$$p_{m/i} = \frac{B_{i*m} \exp(-\lambda^M \Delta C_{i*m})}{\sum_r B_{i*r} \exp(-\lambda^D \Delta C_{i*r})} \quad (7)$$

and

$$B_{i**} \exp(-\lambda^M \Delta C_{i**}) = \sum_r B_{i*r} \exp(-\lambda^M \Delta C_{i*r}) \quad (8)$$

5.4.3 Finally, a simpler model form is used to deal with the frequency response:

$$T_{i**} = B_{i**} \exp(-\lambda^F \Delta C_{i**}) \quad (10)$$

where:

T represents the demand estimate.

5.5 Public Transport

5.5.1 The model specification does not include a public transport model due to low public transport use in the area of interest and the application of WebTAG M2 guidance with respect to the required responses given the schemes to be appraised. Although the DfT does not currently recommend the omission of a mode choice mechanism in VD modelling, TAG Unit M2 (Paragraphs 4.7.2 and 4.7.5)) suggests that if a model has a small to insignificant proportion of public transport usage (less than 5%), it is acceptable to use fixed public transport costs within the VD modelling. Consequently, fixed public transport costs have been used within the VD modelling for this project.

5.6 Variable Demand Assignment Convergence

5.6.1 In addition to the demand choice model functions, a mechanism is required to aid the convergence of the demand and supply (highway and PT) models to a stable ("equilibrium") solution. The methodology adopted is through the inclusion of Method of Successive Averages (MSA).

5.6.2 MSA requires that in each iteration, a new target estimate is made which is then weighted with the existing estimate from the previous iteration by an increasingly small fraction. This is generally appropriate for traffic assignment (supply) convergence, but it is much less appropriate for supply-demand convergence, where the new target demand matrix is likely to be a better estimate than the previous estimate. When this occurs, a dampening mechanism is applied that uses the average value of all the previous demand estimates derived between each iteration.

5.6.3 Suppose that at iteration (n-1) of the outer loop (i.e. the adjustment between supply and demand), the estimate of the demand matrix is T^n. This is loaded onto the network, from which revised costs can be obtained. When this is input to the hierarchical demand model, it produces a new demand matrix S^{n+1}. Rather than treating this as the new demand estimate T^{n+1}, it is averaged with the previous estimate as:

$$T^{n+1} = (1-\lambda)T^n + \lambda S^{n+1}$$

where: λ = 0.4 (11)

5.6.4 Convergence within the VD model is measured through the relative gap between the demand and assignment models, as expressed below:

$$\frac{\sum_{ijctm} C(X_{ijctm}) \,|\, D(C(X_{ijctm})) - X_{ijctm} \,|}{\sum_{ijctm} C(X_{ijctm}) X_{ijctm}} * 100 \qquad (12)$$

where:

X_{ijctm} is the matrix from the model

$C(X_{ijctm})$ is the cost matrix derived from the current matrix

$D(C(X_{ijctm}))$ is the matrix output by the demand model using the above cost as input

$ijctm$ represents the origin (i), destination (j), user class (c), time period (t) and mode (m) respectively

5.6.5 TAG Unit M2 (Paragraph 6.3.8) suggests that a relative gap (%GAP) under 0.1% is a favourable level of convergence; if that cannot be reached, a result of at least 0.2% is also recommended.

5.6.6 In addition, TAG Unit M2 (Paragraph 6.3.7) suggests that it is also good practice to check the size of the %GAP in relation to the scale of user benefits of a given intervention. Ideally, the user benefits as a percentage of network costs should be at least ten times the %GAP achieved in the without and with scheme scenarios, however it is acknowledged that smaller values are not necessarily indicative of a problem.

5.7 VDM Calibration

5.7.1 As outlined earlier in this section, the principles applied to calibrate the VDM followed guidance provided in TAG Unit M2: Variable Demand Modelling (January 2014).

5.7.2 To ensure the VDM behaves realistically, responses to changes in costs and time within the demand model must be assessed to determine whether the outcomes are in line with previous case studies. This process is often referred to as realism testing and must be carried out in accordance with TAG Unit M2 (Section 6.4) to ensure that the model impact of VD is representative of expected responses.

5.7.3 The acceptability of how a demand model responds to changes in costs is through the demand elasticity it outturns. The demand elasticity calculates the proportional change in demand of changes in costs or time within the model and is calculated using the formula below:

$$e = (\log(T^1) - \log(T^0)) / (\log(C^1) - \log(C^0)) \qquad (1)$$

where:

T^0 and T^1 are the trips before and after the changes in cost from C^0 to C^1.

5.7.4 TAG Unit M2 (Paragraph 6.4.14) suggests that a number of studies in this country using time-series data on car travel, fuel prices and costs have shown an elasticity of car use with respect to fuel cost of around -0.3 and this value is in line with a review of European research on this topic. The guidance (TAG Unit M2 (Paragraph 6.4.17) further advises that:

"Elasticities may also be regarded as more plausible if:

- the pattern of annual average elasticities shows values for employers' business trips near to -0.1, for discretionary trips near to -0.4, and for commuting and education somewhere near the average; and
- the pattern of all-purpose elasticities shows peak period elasticities which are lower than inter-peak elasticities which are lower than off-peak elasticities."

5.7.5 As part of the M11 J7a base year model data collection exercise, no stated preference or revealed preference surveys were undertaken and as such, no local information on the predicted responses to changes in costs were obtained. TAG Unit M2 (Paragraph 5.6) provide 'illustrative' values of sensitivity parameters to ensure cost sensitivities are plausible. Table 5-1 presents the median sensitivity parameters from the WebTAG Unit for the destination choice for highway and mode choice. Guidance (TAG Unit M2 Section 5.6.14) states that the model lambda parameters should be within ±25% of this value.

Table 5-1 : Illustrative Lambda Sensitivity Parameters

Journey Purpose	Destination Highway	Mode (Theta)
Home Based Work	0.065	0.68

Journey Purpose	Destination Highway	Mode (Theta)
Home Based Employer's Business	0.067	0.45
Home Based Other	0.090	0.53

5.8 Selection of Lambda Parameters

5.8.1 The calibration tests involved a 10% increase of the fuel cost. The model was then rerun to derive new estimates of demand measured in terms of vehicle-kilometres. The tests were run over the VD area, which excludes external to external trips in line with best practise.

5.8.2 TAG Unit M2 (Paragraph 6.5.2) prescribes the application of 'cost damping' in instances where a model fails to yield elasticities within WebTAG specified ranges. In view of earlier analyses of outturn elasticities that had revealed the model's high sensitivity to cost changes as a result of longer distance trips, a decision was taken to employ generalised cost damping by a function of distance.

5.8.3 The formula for this method of cost damping is provided in TAG Unit M2 (Paragraph 3.3.5) and also presented below:

$$g' = (d / k) - \alpha .(t + c / v)$$

where:

t, c are the trip time and money cost, respectively;
v is the value of time;
(t + c / v) is generalised cost;
g' is the damped generalised cost;
d is the trip length; and
α and k are parameters that need to be provided or calibrated.

5.8.4 The derivation of the k values was determined by the mean trip length for the modelled area for each journey purpose and adjusting within logical bounds. In keeping with TAG Unit M2, (Paragraph 1.11.7) the sensitivity parameter alpha was also calibrated (between values of 0 and 1) to bring the elasticities within WebTAG guidance. The final set of parameters used is presented in Table 5-2.

Table 5-2 : Final set of Lambda parameters

Journey Purpose	Choice Model Parameters		
	Destination Highway	Mode (Theta)	Frequency
Home Based Work	0.054	0.5	0
Home Based Employer's Business	0.067	0.45	0
Home Based Other	0.090	0.53	0

5.8.5 As can be seen above the lambda values are within the WebTAG guidance, the Employer's Business and Other values are as per the median guidance and no changes were required. The Home Based Work values have been reduced in order to achieve the desired results, but are still within the guidance boundaries as presented in TAG Unit M2 (Tables 5.1 and 5.2)

5.8.6 The parameters for mode and highway destination choice are shown to compare very well with the illustrative values which are defined in WebTAG.

5.9 Calibration Results

5.9.1 The behaviour of the model with the above parameter values is realistic, as a 10% increase in fuel cost results in changes in demand that lie close to the target values quoted earlier in this section of the report. The fuel cost elasticities are presented in Table 5-3.

Table 5-3 : Final Matrix Based Fuel Cost Elasticity Values

Journey Purpose	Highway Car Kilometres
	All Periods
Home Based Work	-0.33
Home Based Employer's Business	-0.06
Home Based Other	-0.35
ALL CAR	**-0.33**

5.9.2 The final elasticities presented above are for the VD area only, which as noted above excludes external to external trip making. They fall within WebTAG guidelines for fuel cost sensitivity and as such the demand model is deemed to provide realistic responses to changes in cost.

5.9.3 The demand model converges to a value of 0.12% by the 6th iteration, meeting the guidelines set out in TAG Unit M2 (Paragraph 6.3.8).

5.10 Model Limitations

5.10.1 The following limitations are acknowledged in the development of the VDM:

- Low sensitivity to public transport costs as there is no explicit modelling of public transport.

5.11 Final Forecast Trip Matrix Comparisons

5.11.1 Trip totals for the three forecast years are examined in this section of the report for all three growth scenarios. The values below are for the final trip matrices to be used in the model assignments.

5.11.2 Goods vehicles are not included in the VDM process and so final goods vehicle trips will remain the same as presented in Section 4.8.

5.11.3 The tables also demonstrate the percentage change in the level of trips as a result of the VDM process. For all years and growth scenarios the level of change is very low, as would be expected.

5.11.4 Table 5-4 and Table 5-5 present the trip total comparison for the NTEM Growth Scenario.

Table 5-4 :Final Trip Matrix Totals – NTEM Growth Do-Minimum Scenario

User Class	2021 Forecast	2036 Forecast	2051 Forecast	% Change from VDM 2021	% Change from VDM 2036	% Change from VDM 2051
Morning (AM)						
Commute	94,665	101,150	110,288	-0.005%	-0.010%	-0.013%
Employers Business	13,458	14,544	15,858	-0.002%	-0.005%	-0.006%
Other	47,577	57,877	62,773	-0.011%	-0.029%	-0.036%
Total Car	155,700	173,571	188,920	-0.007%	-0.016%	-0.020%
Inter-peak (IP)						
Commute	27,732	29,891	32,832	-0.005%	-0.010%	-0.013%
Employers Business	11,469	12,610	13,852	-0.001%	-0.003%	-0.003%
Other	58,706	70,077	76,938	-0.011%	-0.024%	-0.030%
Total Car	97,906	112,578	123,622	-0.008%	-0.018%	-0.023%
Evening (PM)						
Commute	87,569	91,912	100,183	-0.006%	-0.013%	-0.015%
Employers Business	14,446	15,693	17,105	-0.002%	-0.005%	-0.006%
Other	60,064	69,077	75,238	-0.009%	-0.019%	-0.024%
Total Car	162,079	176,682	192,527	-0.007%	-0.015%	-0.018%

Table 5-5 :Final Trip Matrix Totals – NTEM Growth Do-Something Scenario

User Class	2021 Forecast	2036 Forecast	2051 Forecast	% Change from VDM 2021	% Change from VDM 2036	% Change from VDM 2051
Morning (AM)						
Commute	94,661	101,145	110,283	-0.009%	-0.015%	-0.018%
Employers Business	13,457	14,544	15,858	-0.004%	-0.007%	-0.008%
Other	47,569	57,865	62,761	-0.029%	-0.049%	-0.055%
Total Car	155,687	173,554	188,902	-0.015%	-0.026%	-0.030%
Inter-peak (IP)						
Commute	27,730	29,889	32,831	-0.009%	-0.015%	-0.018%
Employers Business	11,469	12,610	13,852	-0.002%	-0.003%	-0.004%
Other	58,698	70,069	76,929	-0.024%	-0.036%	-0.042%
Total Car	97,897	112,569	123,612	-0.017%	-0.027%	-0.031%
Evening (PM)						
Commute	87,565	91,909	100,180	-0.010%	-0.016%	-0.019%
Employers Business	14,446	15,692	17,105	-0.004%	-0.007%	-0.008%
Other	60,059	69,072	75,232	-0.018%	-0.027%	-0.032%
Total Car	162,070	176,673	192,517	-0.012%	-0.020%	-0.023%

5.11.5 Table 5-6 and Table 5-7 present the trip total comparison for the Medium Growth Scenario.

Table 5-6 :Final Trip Matrix Totals – Medium Growth Do-Minimum Scenario

User Class	2021 Forecast	2036 Forecast	2051 Forecast	% Change from VDM 2021	% Change from VDM 2036	% Change from VDM 2051
Morning (AM)						
Commute	96,664	106,209	115,802	-0.006%	-0.017%	-0.021%
Employers Business	13,598	14,963	16,315	-0.002%	-0.008%	-0.010%
Other	48,509	59,738	64,688	-0.013%	-0.046%	-0.055%
Total Car	158,770	180,910	196,805	-0.008%	-0.026%	-0.031%
Inter-peak (IP)						
Commute	28,181	31,091	34,150	-0.005%	-0.014%	-0.018%
Employers Business	11,699	13,108	14,398	-0.001%	-0.005%	-0.006%
Other	58,953	70,119	76,972	-0.012%	-0.033%	-0.041%
Total Car	98,833	114,318	125,520	-0.009%	-0.025%	-0.031%
Evening (PM)						
Commute	90,174	97,958	106,771	-0.008%	-0.019%	-0.024%
Employers Business	14,588	16,087	17,535	-0.002%	-0.007%	-0.009%
Other	60,867	70,702	76,989	-0.010%	-0.028%	-0.035%
Total Car	165,629	184,747	201,295	-0.008%	-0.021%	-0.027%

Table 5-7 :Final Trip Matrix Totals – Medium Growth Do-Something Scenario

User Class	2021 Forecast	2036 Forecast	2051 Forecast	% Change from VDM 2021	% Change from VDM 2036	% Change from VDM 2051
Morning (AM)						
Commute	96,661	106,207	115,800	-0.009%	-0.018%	-0.023%
Employers Business	13,597	14,963	16,314	-0.004%	-0.009%	-0.011%
Other	48,503	59,734	64,682	-0.025%	-0.052%	-0.063%
Total Car	158,761	180,904	196,797	-0.014%	-0.029%	-0.035%
Inter-peak (IP)						
Commute	28,180	31,091	34,150	-0.008%	-0.016%	-0.020%
Employers Business	11,698	13,108	14,398	-0.002%	-0.005%	-0.007%
Other	58,948	70,117	76,969	-0.020%	-0.036%	-0.045%
Total Car	98,827	114,315	125,516	-0.015%	-0.027%	-0.034%
Evening (PM)						
Commute	90,171	97,956	106,769	-0.012%	-0.021%	-0.026%
Employers Business	14,588	16,087	17,535	-0.004%	-0.008%	-0.011%
Other	60,863	70,701	76,988	-0.016%	-0.030%	-0.037%
Total Car	165,622	184,744	201,291	-0.012%	-0.023%	-0.029%

5.11.6 Table 5-8 and Table 5-9 present the trip total comparison for the High Growth Scenario.

Table 5-8 :Final Trip Matrix Totals – High Growth Do-Minimum Scenario

User Class	2021 Forecast	2036 Forecast	2051 Forecast	% Change from VDM 2021	% Change from VDM 2036	% Change from VDM 2051
Morning (AM)						
Commute	97,140	107,609	117,327	-0.007%	-0.021%	-0.027%
Employers Business	13,642	15,094	16,458	-0.002%	-0.010%	-0.014%
Other	49,214	61,826	66,833	-0.015%	-0.060%	-0.075%
Total Car	159,996	184,530	200,617	-0.009%	-0.033%	-0.042%
Inter-peak (IP)						
Commute	28,308	31,445	34,539	-0.006%	-0.019%	-0.025%
Employers Business	11,735	13,222	14,523	-0.001%	-0.007%	-0.009%
Other	59,261	70,905	77,821	-0.014%	-0.043%	-0.054%
Total Car	99,304	115,572	126,882	-0.010%	-0.032%	-0.041%
Evening (PM)						
Commute	91,598	99,305	108,237	-0.009%	-0.024%	-0.031%
Employers Business	14,681	16,218	17,677	-0.002%	-0.010%	-0.013%
Other	61,481	71,597	77,942	-0.011%	-0.035%	-0.045%
Total Car	167,760	187,120	203,856	-0.009%	-0.027%	-0.034%

Table 5-9 :Final Trip Matrix Totals – High Growth Do-Something Scenario

User Class	2021 Forecast	2036 Forecast	2051 Forecast	% Change from VDM 2021	% Change from VDM 2036	% Change from VDM 2051
Morning (AM)						
Commute	97,137	107,607	117,327	-0.010%	-0.023%	-0.028%
Employers Business	13,642	15,094	16,458	-0.004%	-0.012%	-0.014%
Other	49,208	61,822	66,830	-0.027%	-0.067%	-0.078%
Total Car	159,987	184,523	200,614	-0.015%	-0.037%	-0.043%
Inter-peak (IP)						
Commute	28,307	31,444	34,538	-0.009%	-0.021%	-0.026%
Employers Business	11,735	13,222	14,523	-0.003%	-0.007%	-0.009%
Other	59,256	70,903	77,819	-0.022%	-0.046%	-0.055%
Total Car	99,298	115,569	126,881	-0.016%	-0.035%	-0.042%
Evening (PM)						
Commute	91,594	99,303	108,237	-0.012%	-0.026%	-0.031%
Employers Business	14,680	16,218	17,677	-0.004%	-0.011%	-0.013%
Other	61,478	71,596	77,942	-0.017%	-0.036%	-0.044%
Total Car	167,753	187,117	203,856	-0.013%	-0.028%	-0.035%

5.11.7 The following Appendices contain the final forecast matrices on a sector to sector basis:

- Base Year Matrices – Appendix C
- Future Year Matrices (NTEM) – Appendix D
- Future Year Matrices (Medium) – Appendix E
- Future Year Matrices (High) – Appendix F

6. Forecast Model Assignments

6.1 Assignment Convergence

6.1.1 The model assignment refers to the assignment of the traffic demand matrices to the forecast network. There are a number of parameters that determine how traffic is assigned in the VISUM software, as well as convergence criteria that must be met in order to ensure that the model hits a suitable level of stability in its results.

6.1.2 The LMVR details convergence in the base model and demonstrates that it meets the required criteria. For the forecast models it must also be shown that the models converge sufficiently, this is detailed in the section below.

6.1.3 Where possible, the assignment parameters set in the software should be kept consistent between the base and future year models. The section below details where there are changes, and gives an explanation of why alterations have been made.

6.2 Convergence Criteria

6.2.1 Achieving a good level of convergence is important for traffic assignment since it ensures robustness and repeatability of results while increases confidence that economic scheme benefits are not a result of large changes between iterations, or model noise. Analysis will be conducted on the following measures of convergence:

- Proximity to the assignment objective; and
- Stability of model outputs between consecutive iterations.

6.2.2 Proximity relates to how close the model is to a particular converged solution, which varies depending on the preferences of the user, the model in question and the software package being used. In VISUM this equates to how close the model is to Wardrop's Principle of Equilibrium and is measured using the Gap function. Gap (denoted δ) is calculated below:

$$\delta = \frac{\sum T_{pij}(C_{pij} - C^*_{ij})}{\sum T_{ij} C^*_{ij}}$$

where:

T_{pij}	is the flow on route p from origin i to destination j
T_{ij}	is the total travel from i to j
C_{pij}	is the (congested) cost of travel from i to j on path p
C^*_{ij}	is the minimum cost of travel from i to j

Source: WebTAG Unit M3.1 paragraph C.2.4

6.2.3 The gap value therefore represents the excess cost incurred by failing to travel on the route with the lowest generalised cost and is expressed relative to that minimum route cost. The excess cost is summed over each route between each origin-destination (O/D) pair and multiplied by the number of trips between each O/D pair. This is divided by the minimum cost summed over each route between each O/D pair, also multiplied by the number of trips between each O/D pair.

6.2.4 The stability of the model flows arising from the assignment must be confirmed at the appropriate level before the model can be used to assess the scheme. That is to say that checks must be undertaken to ensure that if model runs were to run for one further iteration that the flows on each link would not change significantly. WebTAG unit M3.1 provides the convergence criteria that traffic models should aim to achieve in order to provide stable, consistent and robust results. Table 6-1 presents the acceptable levels of convergence required for the base model.

Table 6-1 : WebTAG Convergence Measures

Measure of Convergence	Base Model Acceptable Values
Delta and %Gap	Less than 0.1% or at least with convergence fully documented and all other criteria met
Percentage of links with flow change < 1%	Four consecutive iterations greater than 98%
Percentage of links with cost change < 1%	Four consecutive iterations greater than 98%

6.2.5 Within both the base and forecast model, the "Assignment with ICA" methodology has been used. As explained in more detail in the Harlow Strategic Model LMVR, unfortunately VISUM does not generate outputs that are entirely consistent with the WebTAG guidance. WebTAG advises that %GAP is used to measure convergence and this can be checked in VISUM. Additionally, GEH between turning flows in the models between each iteration has been compared and used as an indicator of the model's stability.

6.3 Assignment Termination Criteria

6.3.1 The inner iteration of assignment uses the Lohse methodology with Lokta-Volterra for impedance calculations. The inner Lohse assignment does not terminate of its own accord, so a maximum number of 20 iterations was set, which is consistent with the 2014 Base Model.

6.3.2 The outer iteration termination conditions are based upon turn volumes and delays across the model. The parameters for this termination are given in Table 6-2 below.

Table 6-2 : Assignment with ICA Termination Conditions

Condition	Share of turns for which condition is met
GEH between turning flows in previous assignment and current assignment is <= 1	98%
GEH between turning flows in current assignment and smoothed ICA turning volumes is <= 1	99%
Relative gap between ICA wait time and VDF wait time in <=0.05	98%

6.3.3 Some models with high levels of traffic demand did not achieve the termination conditions defined above. The reasoning for this that it was more challenging to hit these criteria with the additional demand added in the future years, however it is still considered that the models perform satisfactorily. Appendix G details comprehensive convergence statistics for all individual models, and convergence results are discussed below. Additionally, the maximum number of outer iterations has been increased from 50 in the base models to 200 for the forecast model runs.

6.4 Forecast Model Convergence

6.4.1 Convergence statistics for all three scenarios follow below. The number of inner iterations was 20 for each outer iteration. The three criteria referred to in the tables are detailed below:

- Stat 1: Proportion of turns with GEH <= 1 between current and previous iteration
- Stat 2: Proportion of turns with GEH <= 1 between current iteration and smoothed ICA assignment
- Stat 3: Proportion of turns with relative gap between ICA wait time and VDF wait time <= 0.05

6.4.2 The convergence statistics for the NTEM Growth Scenario, for each year and time period are given in Table 6-3. Values are provided for the final outer iteration only and more comprehensive convergence statistics can be found in Appendix G.

Table 6-3 : Convergence Statistics for NTEM Growth Forecast Models

Scenario	2021					2036				
	Stat 1	Stat 2	Stat 3	Total queues on links	Final % GAP value	Stat 1	Stat 2	Stat 3	Total queues on links	Final % GAP value
DM – AM	0.9890	1.0000	0.9836	122.2	0.0004	0.9829	1.0000	0.9811	1053.9	0.0009
DM – IP	0.9913	0.9973	0.9945	7.4	0.0001	0.9901	0.9986	0.9932	6.7	0.0001
DM – PM	0.9804	0.9991	0.9877	213.7	0.0004	0.9802	0.9991	0.9842	443.2	0.0008
DS – AM	0.9876	0.9995	0.9826	50.0	0.0004	0.9809	0.9995	0.9822	881.2	0.0008
DS – IP	0.9927	0.9977	0.9950	6.7	0.0001	0.9918	0.9982	0.9941	73.3	0.0002
DS - PM	0.9931	1.0000	0.9950	60.7	0.0005	0.9900	0.9964	0.9854	413.9	0.0007

Scenario	2051				
	Stat 1	Stat 2	Stat 3	Total queues on links	Final % GAP value
DM – AM	0.9644	0.9937	0.9644	1403.0	0.0014
DM – IP	0.9910	0.9991	0.9910	6.7	0.0002
DM – PM	0.9860	0.9982	0.9824	787.5	0.0011
DS – AM	0.9690	0.9968	0.9640	1502.9	0.0015
DS – IP	0.9923	0.9982	0.9964	72.8	0.0002
DS - PM	0.9813	0.9982	0.9841	618.0	0.0014

6.4.3 The convergence statistics for the Medium Growth Scenario, for each year and time period are given in Table 6-4. Values are provided for the final outer iteration only and more comprehensive convergence statistics can be found in Appendix G.

Table 6-4 : Convergence Statistics for Medium Growth Forecast Models

Scenario	2021					2036				
	Stat 1	Stat 2	Stat 3	Total queues on links	Final % GAP value	Stat 1	Stat 2	Stat 3	Total queues on links	Final % GAP value
DM – AM	0.9819	0.9986	0.9801	132.2	0.0005	0.9533	0.9937	0.9533	1730.1	0.0012
DM – IP	0.9950	0.9991	0.9950	8.3	0.0001	0.9937	0.9996	0.9991	6.7	0.0002
DM – PM	0.9828	1.0000	0.9815	220.1	0.0005	0.9713	0.9960	0.9753	1005.1	0.0009
DS – AM	0.9837	0.9959	0.9819	188.9	0.0005	0.9557	0.9964	0.9566	1985.0	0.0016
DS – IP	0.9937	0.9973	0.9941	6.7	0.0001	0.9923	0.9991	0.9941	76.8	0.0002
DS - PM	0.9864	0.9986	0.9814	114.1	0.0006	0.9711	0.9977	0.9715	878.8	0.0011

Scenario	2051				
	Stat 1	Stat 2	Stat 3	Total queues on links	Final % GAP value
DM – AM	0.9147	0.9919	0.9138	2904.4	0.0019
DM – IP	0.9928	0.9996	0.9915	43.2	0.0002
DM – PM	0.9609	0.9951	0.9650	1657.0	0.0024
DS – AM	0.9367	0.9937	0.9439	2647.5	0.0023
DS – IP	0.9905	0.9995	0.9946	101.1	0.0003
DS - PM	0.9711	0.9955	0.9629	1440.1	0.0017

6.4.4 The convergence statistics for the High Growth Scenario, for each year and time period are given in Table 6-5. Values are provided for the final outer iteration only and more comprehensive convergence statistics can be found in Appendix G.

Table 6-5 : Convergence Statistics for High Growth Forecast Models

Scenario	2021					2036				
	Stat 1	Stat 2	Stat 3	Total queues on links	Final % GAP value	Stat 1	Stat 2	Stat 3	Total queues on links	Final % GAP value
DM – AM	0.9706	0.9995	0.9733	276.7	0.0005	0.9102	0.9906	0.9286	3033.7	0.0018
DM – IP	0.9919	0.9986	0.9959	8.0	0.0001	0.9910	0.9991	0.9982	96.0	0.0002
DM – PM	0.9824	0.9982	0.9837	258.5	0.0005	0.9713	0.9973	0.9704	1464.2	0.0014
DS – AM	0.9887	0.9986	0.9801	214.9	0.0005	0.9408	0.9941	0.9389	2971.8	0.0016
DS – IP	0.9991	1.0000	0.9973	6.7	0.0001	0.9901	0.9982	0.9968	151.3	0.0002
DS - PM	0.9837	0.9991	0.9805	107.5	0.0005	0.9647	0.9986	0.9697	1518.9	0.0014

Scenario	2051				
	Stat 1	Stat 2	Stat 3	Total queues on links	Final % GAP value
DM – AM	0.8738	0.9910	0.8797	5527.3	0.0031
DM – IP	0.9901	1.0000	0.9978	108.1	0.0002
DM – PM	0.9515	0.9955	0.9515	2421.2	0.0019
DS – AM	0.9272	0.9941	0.9118	4061.0	0.0026
DS – IP	0.9928	1.0000	0.9982	183.0	0.0003
DS - PM	0.9593	0.9968	0.9512	1993.6	0.0019

6.4.5 The results above show that the AM, IP and PM models for all future year models, and for all of the alternative growth scenarios have achieved satisfactory levels of convergence required for the purpose of the models.

6.4.6 For the core modelled scenario (NTEM) the assignment results are stable with 0.98 achieved for most of the first three criteria in the tables, which relate to the stability of the models. Some 2051 models do not hit this level, but all reach a minimum of 0.96 across the three stability criteria.

6.4.7 All NTEM and Medium scenario models, achieve a minimum of 0.96 for the stability indicators, except for the 2036 and 2051 AM peak scenarios.

6.4.8 The 2051 models for the AM peak period within the Medium and High scenarios struggle to reach acceptable levels of convergence based upon the stability criteria. This is because of the very high levels of trip growth expected for the period to 2051 in these scenarios, which particularly affects the congested AM peak period.

6.4.9 Results from the 2051 models have not been used for Highway design, Noise or Air Quality assessment.

6.4.10 In addition to model stability we can be confident that the models achieve good levels of proximity to the assignment objective. For all of the models, the % GAP statistic, which measures this aspect of convergence, is well within the 0.01% target that WebTAG recommends.

6.4.11 Finally, it is worth noting that ‘total queues on links‘ increase significantly between the convergence tables in the LMVR for the base year model and the values reported here for forecast models. This is logical and expected due to the large increases in demand forecast between 2014 and the three future years, particularly 2036 and 2051.

7. Aggregate Network Statistics

7.1 Aggregate Network Statistics

7.1.1 The aggregate network statistics for the simulation part of the 2014 base year, 2021, 2036 and 2051 models are included in Table 7-1, Table 7-2, Table 7-3 and Table 7-4 for the Base, NTEM, Medium and High Scenarios respectively.

7.1.2 The network statistics show that, in general, the total distance travelled and total journey time increases due to the increase in trips in the future years. The average speed reduces in 2021, 2036 and 2051 when compared to the base year.

7.1.3 The impact of the scheme on the aggregate network statistics is that vehicle distance travelled increased, whilst vehicle time decreases. This suggests that drivers are using longer routes as a result of the scheme, but these routes are quicker. This fits with analysis that follows in Sections 10, 12 and 14, that shows that traffic re-routes to the motorway away from local roads once the scheme is in place.

7.1.4 There are some exceptions in 2036 and 2051 in the AM and PM for Medium and High Scenarios, as total vehicle time actually increases between the DM and DS. This is due to high levels of congestion in the network, particularly around the existing M11 J7 and new M11 J7a. The signalised junction at J7, in particular causes substantial delay, this delay is also unstable between iterations and so there may be some 'model noise' when it comes to overall vehicles hours in this time period.

7.1.5 Finally, average speed across the network increases between the Do-Minimum and Do-Something, demonstrating that the scheme provides journey time improvements.

Table 7-1 : Aggregate Network Statistics for Base Model (detailed modelled area only)

Network Statistic	Time Period		
	AM	IP	PM
Base 2014			
Total vehicle Distance (km)	501,236	392,317	550,731
Total vehicle Time (hours)	7,360	5,339	7,928
Average Speed (kph)	58.5	60.0	58.3

Table 7-2 : Aggregate Network Statistics for NTEM Growth Scenario Models (detailed modelled area only)

Network Statistic	Time Period		
	AM	IP	PM
NTEM Do-Minimum 2021			
Total vehicle Distance (km)	577,978	462,171	594,315
Total vehicle Time (hours)	8,448	6,223	8,539
Average Speed (kph)	58.1	59.5	58.1
NTEM Do-Something 2021			
Total vehicle Distance (km)	579,115	465,736	599,858
Total vehicle Time (hours)	8,359	6,212	8,478
Average Speed (kph)	58.1	59.5	58.2
NTEM Do-Minimum 2036			
Total vehicle Distance (km)	687,231	574,198	676,907
Total vehicle Time (hours)	10,625	7,790	9,911
Average Speed (kph)	56.5	58.6	57.2

Network Statistic	Time Period		
	AM	IP	PM
NTEM Do-Something 2036			
Total vehicle Distance (km)	689,685	573,868	677,967
Total vehicle Time (hours)	10,503	7,747	9,831
Average Speed (kph)	56.6	58.6	57.2
NTEM Do-Minimum 2051			
Total vehicle Distance (km)	731,315	611,697	714,644
Total vehicle Time (hours)	11,551	8,366	10,691
Average Speed (kph)	55.9	58.3	56.7
NTEM Do-Something 2051			
Total vehicle Distance (km)	731,284	612,676	724,369
Total vehicle Time (hours)	11,535	8,342	10,659
Average Speed (kph)	55.9	58.3	56.8

Table 7-3 : Aggregate Network Statistics for Medium Growth Models (detailed modelled area only)

Network Statistic	Time Period		
	AM	IP	PM
Medium Growth Do-Minimum 2021			
Total vehicle Distance (km)	601,743	470,107	620,374
Total vehicle Time (hours)	8,951	6,391	9,085
Average Speed (kph)	57.6	59.3	57.6
Medium Growth Do-Something 2021			
Total vehicle Distance (km)	599,854	472,824	625,640
Total vehicle Time (hours)	8,843	6,346	9,003
Average Speed (kph)	57.5	59.3	57.7
Medium Growth Do-Minimum 2036			
Total vehicle Distance (km)	734,709	585,114	722,396
Total vehicle Time (hours)	12,053	8,035	11,134
Average Speed (kph)	55.3	58.2	56.2
Medium Growth Do-Something 2036			
Total vehicle Distance (km)	734,543	585,051	729,900
Total vehicle Time (hours)	12,089	8,004	11,102
Average Speed (kph)	55.4	58.2	56.3
Medium Do-Minimum 2051			
Total vehicle Distance (km)	774,247	623,333	760,952
Total vehicle Time (hours)	13,422	8,640	12,125
Average Speed (kph)	54.3	57.9	55.6
Medium Do-Something 2051			
Total vehicle Distance (km)	777,260	623,429	773,669
Total vehicle Time (hours)	13,129	8,603	12,179
Average Speed (kph)	54.7	57.9	55.6

Table 7-4 : Aggregate Network Statistics for High Growth Models (detailed modelled area only)

Network Statistic	Time Period		
	AM	IP	PM
High Growth Do-Minimum 2021			
Total vehicle Distance (km)	610,979	474,485	647,803
Total vehicle Time (hours)	9,177	6,467	9,578
Average Speed (kph)	57.4	59.2	57.3
High Growth Do-Something 2021			

Network Statistic	Time Period		
	AM	IP	PM
Total vehicle Distance (km)	610,138	476,740	654,134
Total vehicle Time (hours)	9,100	6,420	9,460
Average Speed (kph)	57.4	59.2	57.5
High Growth Do-Minimum 2036			
Total vehicle Distance (km)	760,779	592,384	735,578
Total vehicle Time (hours)	13,291	8,242	11,698
Average Speed (kph)	54.6	58.1	55.8
High Growth Do-Something 2036			
Total vehicle Distance (km)	758,136	592,597	745,045
Total vehicle Time (hours)	13,152	8,199	11,805
Average Speed (kph)	54.6	58.1	55.9
High Do-Minimum 2051			
Total vehicle Distance (km)	772,369	623,201	760,812
Total vehicle Time (hours)	13,233	8,640	12,178
Average Speed (kph)	54.4	57.9	55.5
High Do-Something 2051			
Total vehicle Distance (km)	801,760	632,956	793,128
Total vehicle Time (hours)	14,505	8,849	12,877
Average Speed (kph)	53.8	57.7	55.0

7.1.6 Further detailed analysis of the final future year models follows in the later sections of this report. The analysis has been carried out for the 2021,2036 and 2051 years for each of the three growth scenarios.

7.1.7 The modelled results for the 2051 forecast year have only been used for economic assessment purposes. The modelled results are also less certain due to difficulty in predicting levels of housing and jobs growth this far into the future.

8. Forecasted Traffic Flows on the M11 Motorway

8.1 NTEM Scenario Traffic Flows

8.1.1 Traffic flows on the sections of the M11, which are in close proximity to the proposed M11 J7a are reported below for the NTEM Scenario. Volumes are given for each modelled time period in Table 8-1, Table 8-2 and Table 8-3.

8.1.2 An analysis of the impact of traffic growth over time upon sections of the M11, as well as other key road links is provided in Sections 9.1, 9.2 and 9.3 for the 2021,2036 and 2051 modelled years within the NTEM scenario.

8.1.3 An analysis of the impact of the proposed M11 J7a scheme upon sections of the M11, as well as other key road links is provided in Sections 10.1, 10.2 and 0 for the 2021,2036 and 2051 modelled years within the NTEM scenario.

Table 8-1 : M11 Traffic Flows in the AM – NTEM Scenario

AM Peak Hour Flows (vehicles)		2014	2021		2036		2051	
		Base	Do-Min	Do-Som	Do-Min	Do-Som	Do-Min	Do-Som
M11 Northbound	Jn 6–Jn 7	2,975	3,525	3,612	4,364	4,531	4,684	4,944
	Jn 7–Jn 7a	2,534	3,055	2,935	3,744	3,692	4,048	4,051
	Jn 7a–Jn 8			3,357		4,138		4,432
	Jn 8–Jn 9	2,292	2,611	2,638	2,967	2,965	3,157	3,118
M11 Southbound	Jn 9–Jn 8	2,039	2,409	2,413	2,906	2,922	3,099	3,099
	Jn 8–Jn 7a	3,031	3,575	4,150	4,352	4,704	4,663	4,889
	Jn 7a–Jn 7			3,218		4,433		4,714
	Jn 7–Jn 6	3,469	3,888	3,894	4,821	4,903	5,104	5,140

Table 8-2 : M11 Traffic Flows in the IP – NTEM Scenario

IP Peak Hour Flows (vehicles)		2014	2021		2036		2051	
		Base	Do-Min	Do-Som	Do-Min	Do-Som	Do-Min	Do-Som
M11 Northbound	Jn 6–Jn 7	2,909	3,425	3,460	4,403	4,457	4,666	4,763
	Jn 7–Jn 7a	2,617	3,151	2,968	4,077	3,850	4,328	4,153
	Jn 7a–Jn 8			3,533		4,462		4,712
	Jn 8–Jn 9	2,258	2,604	2,647	3,121	3,138	3,267	3,278
M11 Southbound	Jn 9–Jn 8	1,937	2,341	2,362	2,925	2,934	3,093	3,101
	Jn 8–Jn 7a	2,343	2,911	3,362	3,762	4,189	3,995	4,407
	Jn 7a–Jn 7			2,653		3,591		3,836
	Jn 7–Jn 6	2,718	3,230	3,236	4,114	4,148	4,404	4,452

Table 8-3 : M11 Traffic Flows in the PM – NTEM Scenario

PM Peak Hour Flows (vehicles)		2014	2021		2036		2051	
		Base	Do-Min	Do-Som	Do-Min	Do-Som	Do-Min	Do-Som
M11 Northbound	Jn 6–Jn 7	4,540	4,818	5,145	5,582	5,830	5,645	6,162
	Jn 7–Jn 7a	3,717	4,094	3,884	4,794	4,810	4,950	5,179
	Jn 7a–Jn 8			4,515		5,190		5,513
	Jn 8–Jn 9	2,423	2,576	2,604	2,921	2,885	2,989	3,063
M11 Southbound	Jn 9–Jn 8	2,583	2,939	2,958	3,436	3,425	3,665	3,663
	Jn 8–Jn 7a	2,816	3,147	3,655	3,696	4,049	3,966	4,328
	Jn 7a–Jn 7			2,798		3,522		3,891
	Jn 7–Jn 6	3,238	3,580	3,648	4,072	4,262	4,361	4,605

8.2 Medium Scenario Traffic Flows

8.2.1 Traffic flows on the sections of the M11, which are in close proximity to the proposed M11 J7a are reported below for the Medium Scenario. Volumes are given for each modelled time period in Table 8-4,

8.2.3 Table 8-5 and Table 8-6.

8.2.4 An analysis of the traffic impact of growth over time upon sections of the M11, as well as other key road links is provided in Sections 11.1, 11.2 and 11.3 for the 2021,2036 and 2051 modelled years within the Medium scenario.

8.2.5 An analysis of the impact of the proposed M11 J7a scheme upon sections of the M11, as well as other key road links is provided in Sections 12.1, 12.2 and 12.3 for the 2021,2036 and 2051 modelled years within the Medium scenario.

Table 8-4 : M11 Traffic Flows in the AM – Medium Scenario

AM Peak Hour Flows (vehicles)		2014	2021		2036		2051	
		Base	Do-Min	Do-Som	Do-Min	Do-Som	Do-Min	Do-Som
M11 Northbound	Jn 6–Jn 7	2,975	3,462	3,546	4,259	4,491	4,500	4,803
	Jn 7–Jn 7a	2,534	3,191	3,056	3,956	4,087	4,181	4,359
	Jn 7a–Jn 8			3,561		4,563		4,810
	Jn 8–Jn 9	2,292	2,682	2,682	3,153	3,133	3,259	3,283
M11 Southbound	Jn 9–Jn 8	2,039	2,408	2,423	2,835	2,841	3,007	2,949
	Jn 8–Jn 7a	3,031	3,644	4,228	4,428	4,514	4,685	4,795
	Jn 7a–Jn 7			3,326		4,581		4,896
	Jn 7–Jn 6	3,469	4,078	4,058	5,169	5,152	5,400	5,463

Table 8-5 : M11 Traffic Flows in the IP – Medium Scenario

IP Peak Hour Flows (vehicles)		2014	2021		2036		2051	
		Base	Do-Min	Do-Som	Do-Min	Do-Som	Do-Min	Do-Som
M11 Northbound	Jn 6–Jn 7	2,909	3,446	3,483	4,376	4,430	4,634	4,717
	Jn 7–Jn 7a	2,617	3,199	3,033	4,121	3,941	4,368	4,213
	Jn 7a–Jn 8			3,646		4,531		4,781
	Jn 8–Jn 9	2,258	2,603	2,663	3,160	3,174	3,291	3,303
M11 Southbound	Jn 9–Jn 8	1,937	2,348	2,370	2,887	2,896	3,073	3,081
	Jn 8–Jn 7a	2,343	2,934	3,412	3,730	4,135	3,977	4,379
	Jn 7a–Jn 7			2,693		3,611		3,897
	Jn 7–Jn 6	2,718	3,274	3,268	4,167	4,204	4,493	4,539

Table 8-6 : M11 Traffic Flows in the PM – Medium Scenario

PM Peak Hour Flows (vehicles)		2014	2021		2036		2051	
		Base	Do-Min	Do-Som	Do-Min	Do-Som	Do-Min	Do-Som
M11 Northbound	Jn 6–Jn 7	4,540	4,815	5,175	5,588	5,906	5,632	6,190
	Jn 7–Jn 7a	3,717	4,176	4,028	4,919	5,153	5,041	5,465
	Jn 7a–Jn 8			4,669		5,457		5,771
	Jn 8–Jn 9	2,423	2,611	2,640	2,920	2,934	3,014	3,112
M11 Southbound	Jn 9–Jn 8	2,583	2,937	2,959	3,427	3,432	3,613	3,623
	Jn 8–Jn 7a	2,816	3,287	3,873	3,928	4,310	4,159	4,556
	Jn 7a–Jn 7			2,936		3,883		4,203
	Jn 7–Jn 6	3,238	3,709	3,788	4,254	4,539	4,609	4,845

8.3 High Scenario Traffic Flows

8.3.1 Traffic flows on the sections of the M11, which are in close proximity to the proposed M11 J7a are reported below for the High Scenario. Volumes are given for each modelled time period in

8.3.2 Table 8-7, Table 8-8 and Table 8-9.

8.3.3 An analysis of the impact of traffic growth over time upon sections of the M11, as well as other key road links is provided in Sections 13.1, 13.2 and 13.3 for the 2021, 2036 and 2051 modelled years within the High scenario.

8.3.4 An analysis of the impact of the proposed M11 J7a scheme upon sections of the M11, as well as other key road links is provided in Sections 14.1, 14.2 and 14.3 for the 2021, 2036 and 2051 modelled years within the High scenario.

Table 8-7 : M11 Traffic Flows in the AM – High Scenario

AM Peak Hour Flows (vehicles)		2014	2021		2036		2051	
		Base	Do-Min	Do-Som	Do-Min	Do-Som	Do-Min	Do-Som
M11 Northbound	Jn 6–Jn 7	2,975	3,508	3,554	4,398	4,492	4,557	4,828
	Jn 7–Jn 7a	2,534	3,220	3,098	3,997	4,212	4,124	4,380
	Jn 7a–Jn 8			3,611		4,706		4,928
	Jn 8–Jn 9	2,292	2,699	2,711	3,180	3,174	3,158	3,317
M11 Southbound	Jn 9–Jn 8	2,039	2,426	2,440	2,858	2,865	3,051	2,961
	Jn 8–Jn 7a	3,031	3,671	4,225	4,497	4,474	4,647	4,781
	Jn 7a–Jn 7			3,363		4,752		5,121
	Jn 7–Jn 6	3,469	4,112	4,133	5,260	5,026	5,189	5,357

Table 8-8 : M11 Traffic Flows in the IP – High Scenario

IP Peak Hour Flows (vehicles)		2014	2021		2036		2051	
		Base	Do-Min	Do-Som	Do-Min	Do-Som	Do-Min	Do-Som
M11 Northbound	Jn 6–Jn 7	2,909	3,469	3,489	4,353	4,410	4,631	4,702
	Jn 7–Jn 7a	2,617	3,209	3,046	4,132	3,989	4,371	4,270
	Jn 7a–Jn 8			3,651		4,564		4,813
	Jn 8–Jn 9	2,258	2,633	2,668	3,170	3,185	3,301	3,314
M11 Southbound	Jn 9–Jn 8	1,937	2,358	2,381	2,903	2,911	3,085	3,095
	Jn 8–Jn 7a	2,343	2,951	3,431	3,749	4,118	3,992	4,373
	Jn 7a–Jn 7			2,709		3,691		3,966
	Jn 7–Jn 6	2,718	3,291	3,283	4,243	4,283	4,571	4,614

Table 8-9 : M11 Traffic Flows in the PM – High Scenario

PM Peak Hour Flows (vehicles)		2014	2021		2036		2051	
		Base	Do-Min	Do-Som	Do-Min	Do-Som	Do-Min	Do-Som
M11 Northbound	Jn 6–Jn 7	4,540	4,899	5,273	5,503	5,915	5,650	6,218
	Jn 7–Jn 7a	3,717	4,405	4,241	4,815	5,228	5,021	5,581
	Jn 7a–Jn 8			4,926		5,423		5,795
	Jn 8–Jn 9	2,423	2,661	2,683	2,926	2,947	3,026	3,106
M11 Southbound	Jn 9–Jn 8	2,583	2,958	3,000	3,434	3,444	3,661	3,683
	Jn 8–Jn 7a	2,816	3,523	4,186	3,973	4,341	4,284	4,698
	Jn 7a–Jn 7			3,111		4,001		4,335
	Jn 7–Jn 6	3,238	3,802	3,914	4,278	4,531	4,618	4,919

9. Forecast Model Output – NTEM Scenario

9.1 Flow Changes between the Base Year and 2021 for NTEM Scenario

9.1.1 The increases in traffic flows expected in 2021 are illustrated in the figures below. In the figures, the increase in flow is shown as red bands and green bands indicate flow reductions that occur in the forecast year. All difference plots are produced by analysing total vehicle flows, which includes all five user classes.

9.1.2 The plots below in Figure 9-1 and Figure 9-2 are for the AM peak and PM peak respectively. The area shown covers the entire detailed modelled area as well as some additional network to the east and the west. Plots, which are zoomed to provide more detail of changes, are also provided in Appendix H for all three time periods.

9.1.3 The plots show a general increase in traffic across the area covered by the M11 J7a Model; this is particularly evident on the Strategic Road Network (SRN).

9.1.4 In Harlow, there are significant increases in traffic around key growth sites such as the committed developments at Harlowbury, New Hall and Eastwick. The extra trips produced by these developments leads to significant traffic growth along key routes, for example the A414.

9.1.5 In Bishop's Stortford noticeable increases in traffic flow are shown around the vicinity of the Bishop's Stortford North development site. The extra trips generated by this site, together with the new A120 Little Hadham bypass, contribute to increased flows on the A120 around the town, particularly leading into M11 J8.

9.1.6 There a large increase in traffic levels at Stansted Airport, which affects the road network around it, this is particularly evident during the AM peak.

9.1.7 Although across the network traffic flow generally increases, there are a number of locations at which flow reduces between 2014 and 2021, in most cases this is due to local network improvements resulting in routing changes. An example of such locations is Harlow town centre. There are some routing changes around the town centre which are likely to be as a result of planned local junction improvements that have been modelled.

Figure 9-1 : Traffic Flow Difference between Base 2014 and NTEM DM 2021 models - AM

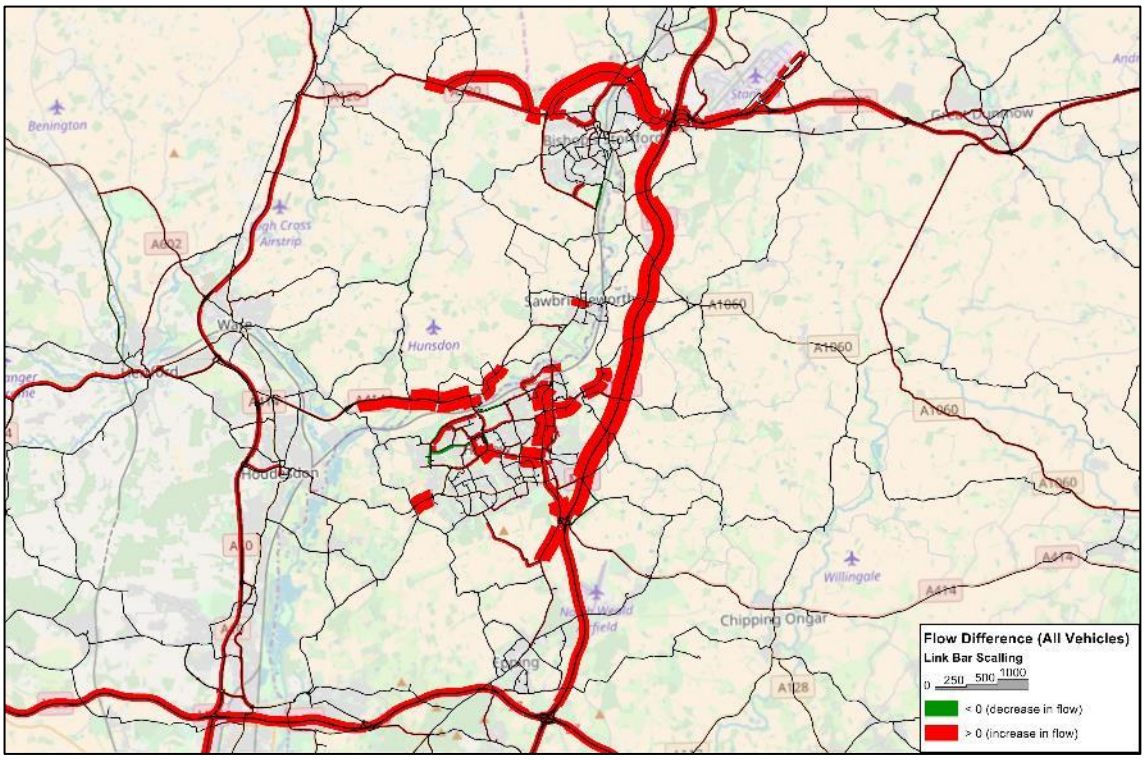
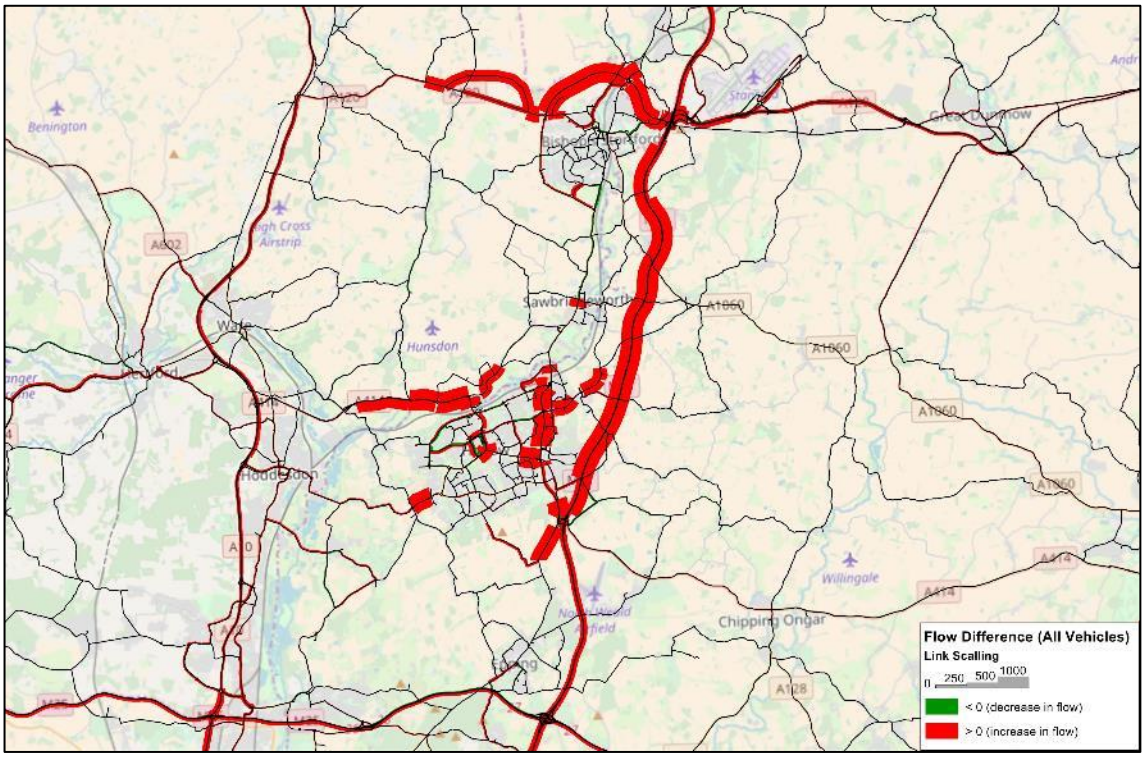
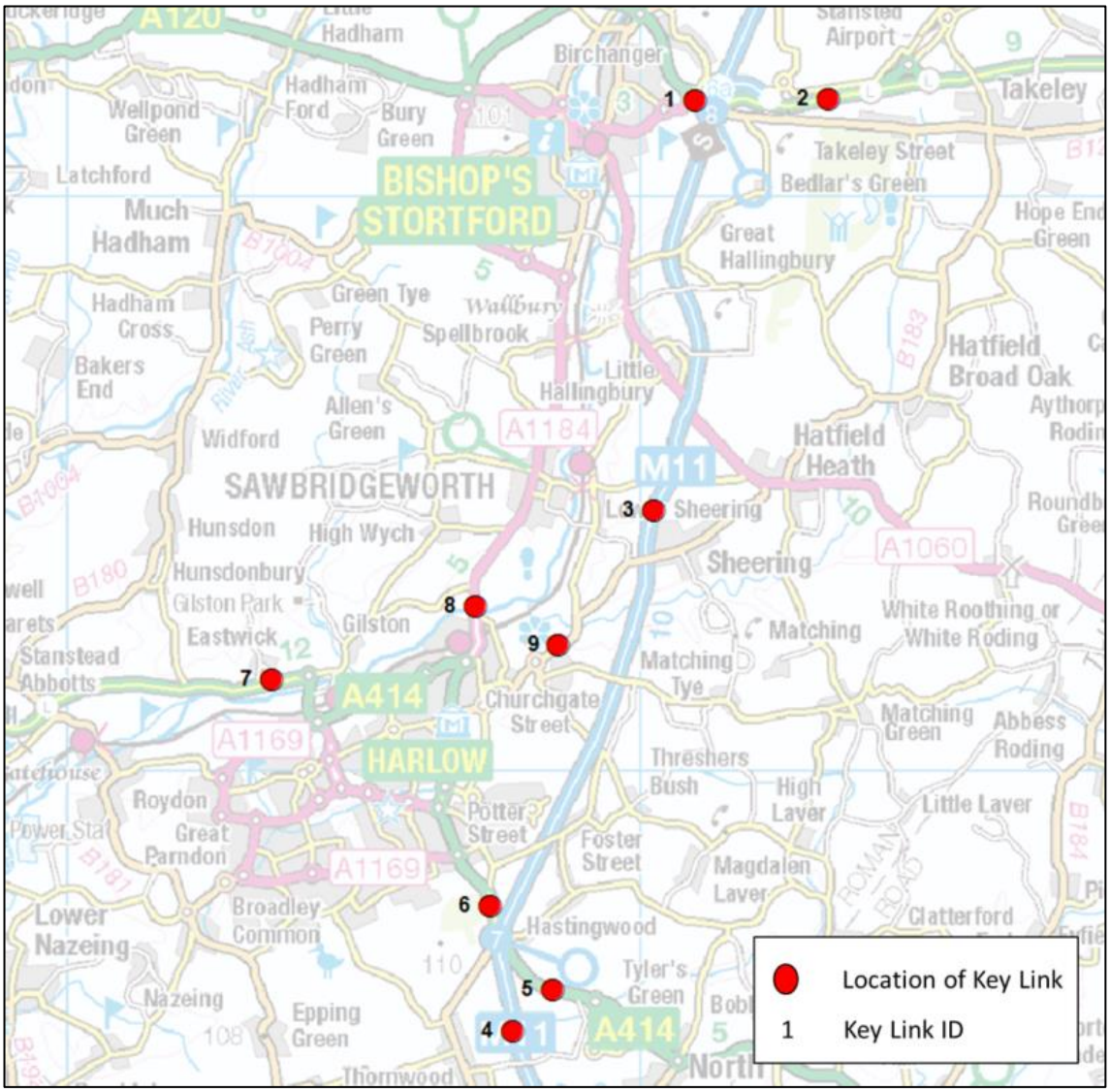


Figure 9-2 : Traffic Flow Difference between Base 2014 and NTEM DM 2021 models - PM



9.1.8 Figure 9-3 highlights points on links in the road network that are considered important, both for the local road network performance, as well as in relation to the M11 J7a scheme.

Figure 9-3 : Locations of Key Links for Traffic Flow Comparison – Base to NTEM DM



9.1.9 The above links are examined on an individual basis for the AM and PM in Table 9-1. The table shows how 2-way total vehicle flows have changed between the Base and Do-Minimum 2021 situations.

9.1.10 Section 4.8 provides information on the growth in trips for each pre-VDM matrix produced for the Do-Minimum models. The overall growth in car trips in 2021 is 7% for the AM peak and 4% for the PM peak, for goods vehicles the number of trips increases to 16% and 17% in the AM and PM respectively.

9.1.11 Most of the links included in the analysis below show evidence of traffic growth slightly higher than the total growth. This is particularly evident for the A120 and M11, which is expected as they are key strategic links.

9.1.12 Site 8 has very low traffic growth with 2% growth in the AM and decrease 3% in the PM. This is at a location, which is known to be very congested and near capacity in the 2014 base situation. As such an increase in traffic here has been limited due to constraints associated with the capacity of this route.

9.1.13 Site 7 has growth 2% in the AM and decrease 2% in the PM. This location is likely to be subject to capacity constraints at locations that feed into this link; most notably the A414 between Eastwick Roundabout and Burnt Mill Roundabout is very congested at peak times and is often subject to significant queuing.

9.1.14 Site 9 has growth 2% in the AM and decrease 5% in the PM. This location has a similar situation than Site 7 and 8, with likely capacity constraints in place and acting near capacity as this link feed Harlow from the East and gives access to Churchgate Street via Gilden Way/Sheering Road roundabout.

Table 9-1 : Key link traffic flows – Base and 2021 NTEM DM Comparison

ID	Link Name	2-way Traffic Flow (All Vehicles)							
		Base		2021		Difference 2021 - Base		% Change from Base	
		AM	PM	AM	PM	AM	PM	AM	PM
1	A120, west of M11 J8	2869	2891	3625	3154	756	263	26%	9%
2	A120, between M11 J8 and Stansted Airport	3995	4656	5319	5343	1324	687	33%	15%
3	M11, north of J7	5566	6533	6630	7241	1064	708	19%	11%
4	M11, south of J7	6445	7778	7413	8399	969	621	15%	8%
5	A414, east of M11 J7	1390	1221	1517	1324	127	103	9%	8%
6	A414, west of m11 J7	3690	4276	4450	4664	760	388	21%	9%
7	A414, west of Eastwick Roundabout	2056	2637	2183	2596	127	-41	6%	-2%
8	A1184 Cambridge Road, at the River Stort bridge	1566	1528	1590	1481	24	-48	2%	-3%
9	B183 Gilden Way, east of Harlowbury Rbt	1453	1420	1480	1356	27	-64	2%	-5%

9.2 Flow Changes between the Base Year and 2036 for NTEM Scenario

9.2.1 Similarly, to 2021 the increases in traffic flows expected in 2036 are illustrated in the figures below. The plots in Figure 9-4 and Figure 9-5 are for the AM peak and PM peak respectively. As with 2021 additional plots are provided in Appendix H for all three time periods.

9.2.2 The plots show a general increase in traffic across the area covered by the M11 J7a Model, as would be expected given the significantly higher levels of growth than within the 2021 models. The increase is again evident on the SRN, but is also high around the fringes of Harlow and Bishop's Stortford where large potential Local Plan housing developments have been located.

9.2.3 In Harlow, the most obvious traffic increases are seen in the vicinity of Harlowbury and New Hall, committed development sites, and also near the key employment site of Templefields. The additional trips lead to significant traffic growth across the local road network, particularly along routes such as the A414 linking to J7.

9.2.4 In Bishop's Stortford the largest increases in traffic flow are evident around Bishop's Stortford North. As in 2021 the extra trips generated by this site contribute to increased flows on the full length of the ring-road, particularly leading into M11 J8. There is also a noticeable increase in traffic flow along the A120 to the west of Bishop's Stortford.

9.2.5 As for 2021, there are a number of locations at which flow reduces between 2014 and 2036, in most cases this is due to local network improvements resulting in routing changes. Examples of such locations follow:

- Harlow town centre: There are some routing changes around the town centre which are likely to be as a result of planned local junction improvements that have been modelled.
- A414 Eastwick Road: There is a route change around Eastwick and Gilston Park developments. Traffic flows significantly decreases from the A414 Western links to the Eastern links through Harlow as a result of the M11 J7a scheme.

9.2.6 Details of highway schemes that impact upon traffic levels is given above in Section 3.1. There are no further significant highway schemes between 2021 and 2036 that have large impacts upon traffic growth and local routing.

Figure 9-4 : Traffic Flow Difference between Base 2014 and NTEM DM 2036 models - AM

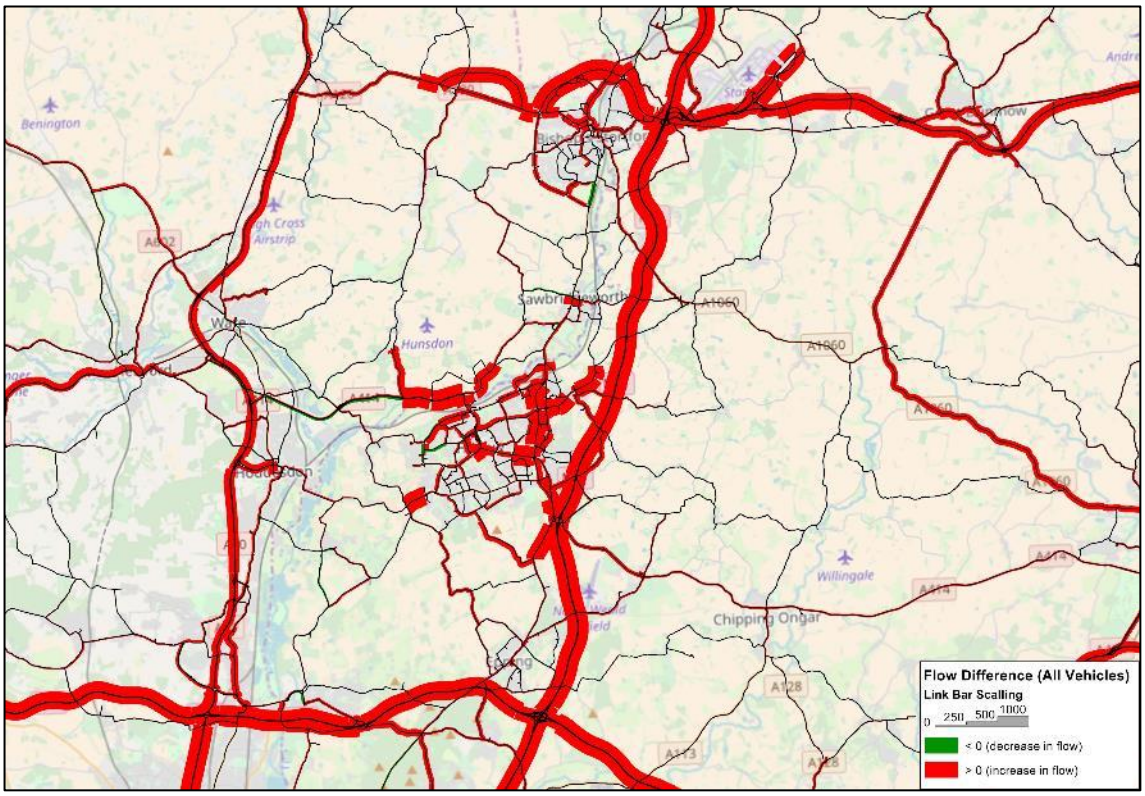
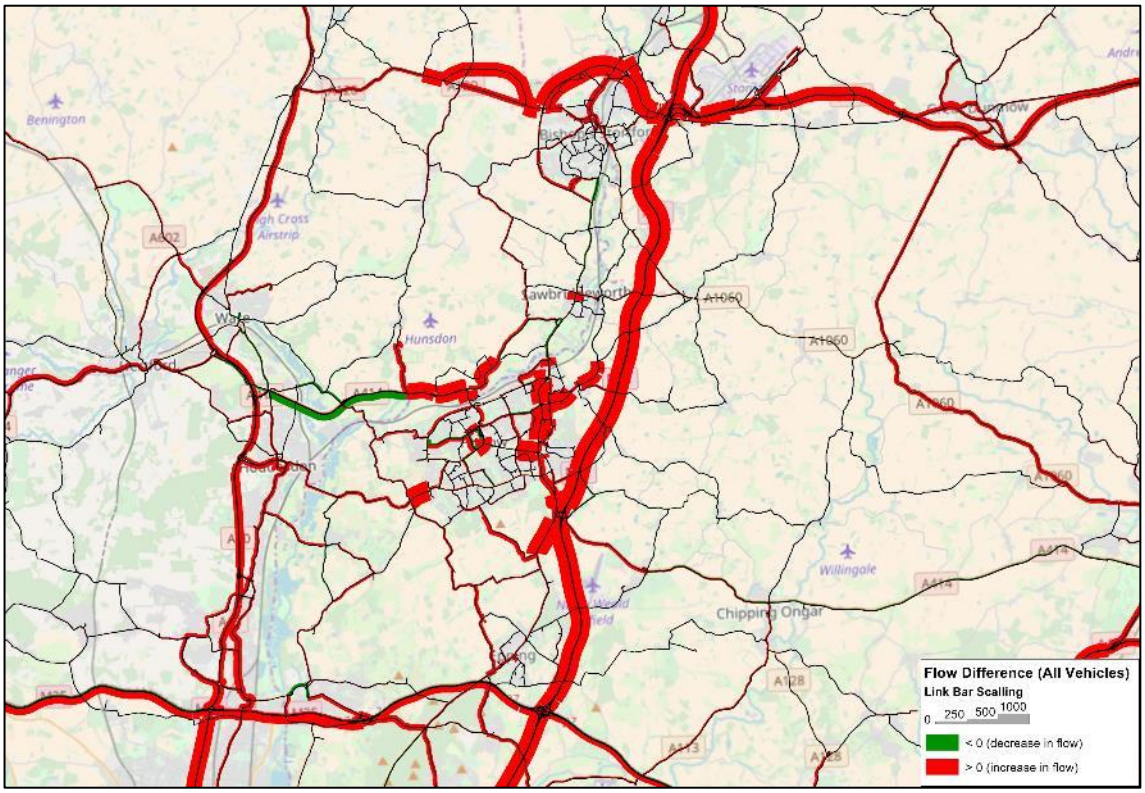


Figure 9-5 : Traffic Flow Difference between Base 2014 and NTEM DM 2036 models - PM



9.2.7 The key links identified in the previous section are also examined for the 2036 models in Table 9-2. The table shows how 2-way total vehicle flows have changed between the Base and Do-Minimum 2036 situations.

9.2.8 Section 4.8 shows that overall growth in car trips in 2036 is 19% for the AM peak and 13% for the PM peak, for goods vehicles the number of trips increases by 50% and 53% in the AM and PM peak hours respectively.

9.2.9 As with traffic growth in 2021 most of the links included in the analysis below display evidence of traffic growth being higher than the total growth. This is particularly evident for the A120 and M11, which are key strategic links.

9.2.10 As in 2021, Site 8 and 9 have lower traffic growth than the overall growth with 16% and 9% in the AM respectively, and a decrease of 5% in the PM at both sites. This is likely to be for similar reasons as were explained in Section 9.1.

9.2.11 Site 7 has a decrease of 19% in the PM peak, while has a growth of 20% in the AM, which is over the overall growth in the AM peak. This is likely to be for similar reasons as were explained in Section 9.1.

Table 9-2 : Key link traffic flows – Base and 2036 NTEM DM Comparison

ID	Link Name	2-way Traffic Flow (All Vehicles)							
		Base		2036		Difference 2036 - Base		% Change from Base	
		AM	PM	AM	PM	AM	PM	AM	PM
1	A120, west of M11 J8	2869	2891	4409	3791	1540	899	54%	31%
2	A120, between M11 J8 and Stansted Airport	3995	4656	6283	6539	2288	1883	57%	40%
3	M11, north of J7	5566	6533	8096	8490	2530	1957	45%	30%
4	M11, south of J7	6445	7778	9185	9655	2741	1876	43%	24%
5	A414, east of M11 J7	1390	1221	1780	1561	389	340	28%	28%
6	A414, west of m11 J7	3690	4276	4689	5171	999	895	27%	21%
7	A414, west of Eastwick Roundabout	2056	2637	2468	2138	412	-499	20%	-19%
8	A1184 Cambridge Road, at the River Stort bridge	1566	1528	1811	1454	245	-75	16%	-5%
9	B183 Gilden Way, east of Harlowbury Rbt	1453	1420	1577	1349	124	-72	9%	-5%

9.3 Flow Changes between the Base Year and 2051 for NTEM Scenario

9.3.1 Similarly to 2036, the increases in traffic flows expected in 2051 are illustrated in the figures below. The plots in Figure 9-6 and Figure 9-7 are for the AM peak and PM peak respectively. As with 2021 and 2036 additional plots are provided in Appendix H for all three time periods.

9.3.2 These figures show a general increase in traffic across the area covered by the M11 J7a Model, as would be expected given the significantly higher levels of growth than within 2036 models. The increase is again evident on the SRN, but is also high around the fringes of Harlow and Bishop's Stortford where large potential Local Plan housing developments have been located.

9.3.3 In Harlow, the most obvious traffic increases are seen in the vicinity of Harlowbury and New Hall, committed development sites, and also near the key employment site of Templefields. The additional trips lead to significant traffic growth across the local road network, particularly along routes such as the A414 linking to J7.

9.3.4 In Bishop's Stortford the largest increases in traffic flow are evident around Bishop's Stortford North. As in 2021 and 2036 the extra trips generated by this site contribute to increased flows on the full length of the ring-road, particularly leading into M11 J8. There is also a noticeable increase in traffic flow along the A120 to the west of Bishop's Stortford.

9.3.5 As for 2021 and 2036, there are a number of locations at which flow reduces between 2014 and 2051, in most cases this is due to local network improvements resulting in routing changes. Examples of such locations follow:

- Harlow town centre: There are some routing changes around the town centre which are likely to be as a result of planned local junction improvements that have been modelled.
- A414 Eastwick Road: There is a route change around Eastwick and Gilston Park developments. Traffic flows significantly decreases from the A414 Western links to the Eastern links through Harlow as a result of the M11 J7a scheme.

9.3.6 Details of highway schemes that impact upon traffic levels is given above in Section 3.1. There are no further significant highway schemes between 2036 and 2051 that have large impacts upon traffic growth and local routing.

Figure 9-6: Traffic Flow Difference between Base 2014 and NTEM DM 2051 models - AM

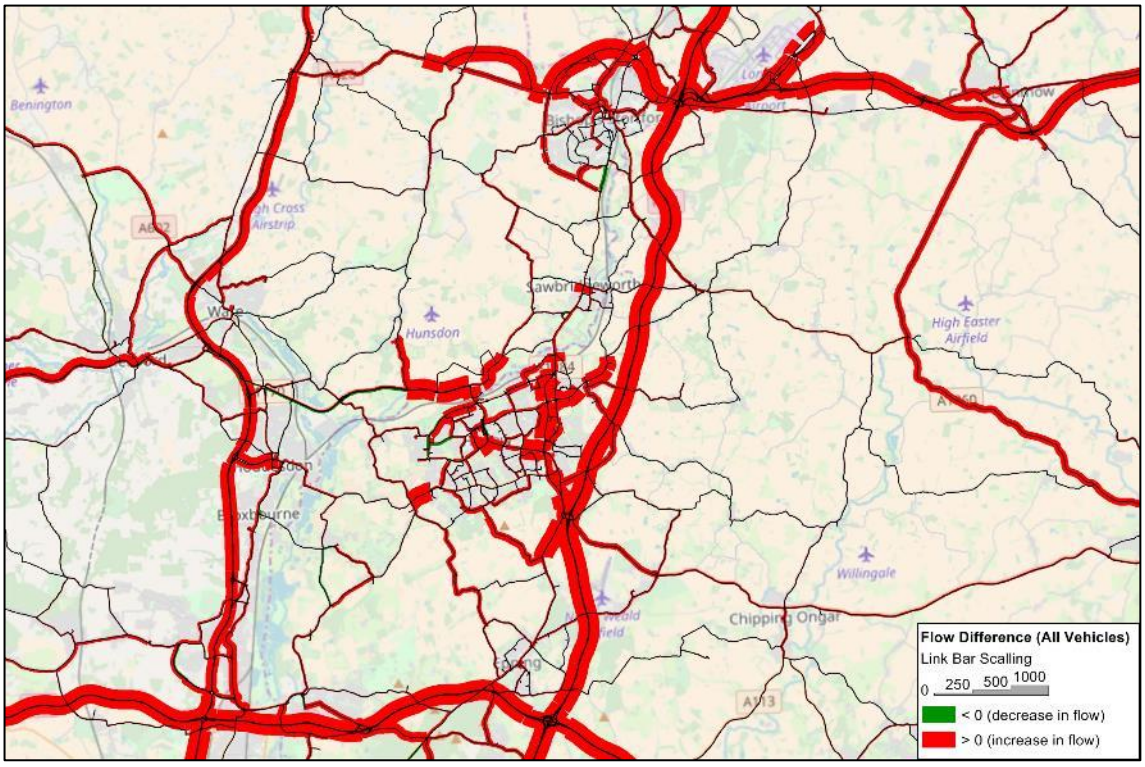
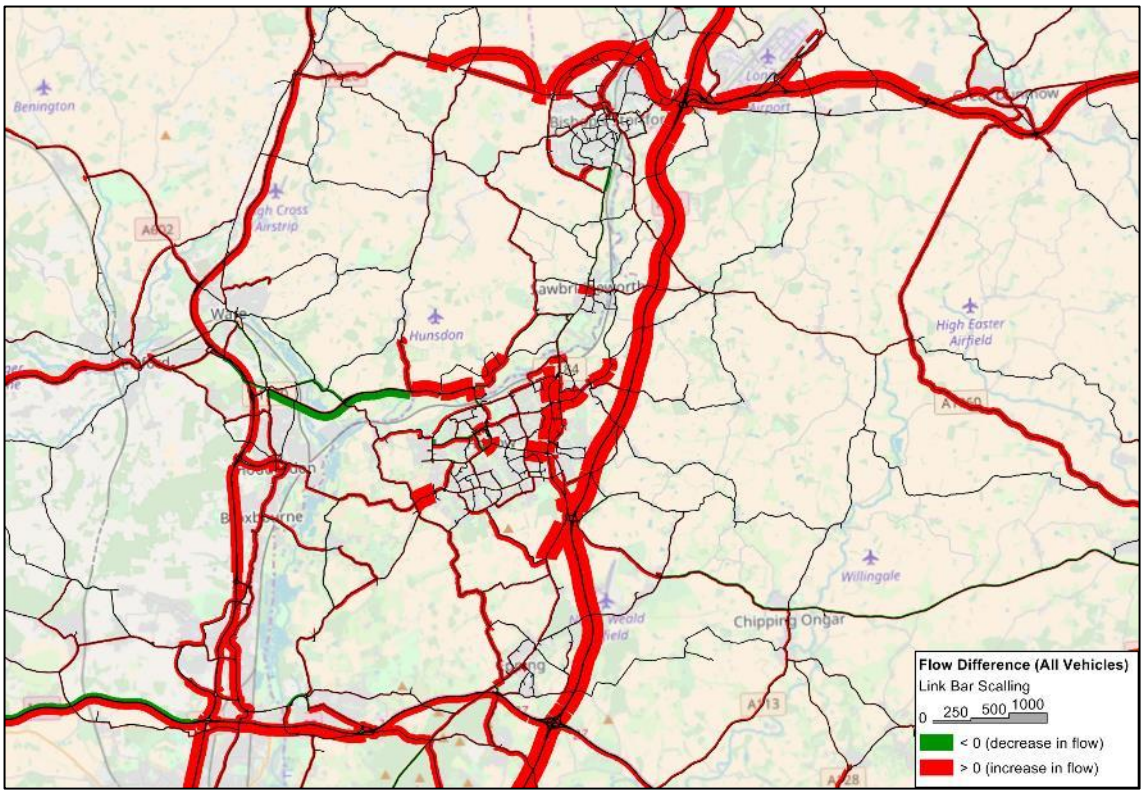


Figure 9-7 : Traffic Flow Difference between Base 2014 and NTEM DM 2051 models - PM



9.3.7 The key links identified in the previous section are also examined for the 2051 models in Table 9-3. The table shows how 2-way total vehicle flows have changed between the Base and Do-Minimum 2051 situations.

9.3.8 Section 4.8 shows that overall growth in car trips in 2051 is 30% for the AM peak and 23% for the PM peak, for goods vehicles the number of trips increases by 60% and 71% in the AM and PM peak hours respectively.

9.3.9 As with traffic growth in 2021 and 2036 most of the links included in the analysis below display evidence of traffic growth being higher than the total growth. This is particularly evident for the A120 and M11, which are key strategic links.

9.3.10 As in 2021 and 2036, Site 8 and 9 has lower traffic growth than the overall growth with 21% and 10% in the AM respectively, and 3% for Site 8 and no change in the PM. This is likely to be for similar reasons as were explained in Section 9.1.

9.3.11 Site 7 has a decrease of 22% in the PM peak, while has a growth of 24% in the AM, which is over the overall growth in the AM peak. This is likely to be for similar reasons as were explained in Section 9.1.

Table 9-3 : Key link traffic flows – Base and 2051 NTEM DM Comparison

ID	Link Name	2-way Traffic Flow (All Vehicles)							
		Base		2051		Difference 2051 - Base		% Change from Base	
		AM	PM	AM	PM	AM	PM	AM	PM
1	A120, west of M11 J8	2869	2891	4536	4071	1667	1179	58%	41%
2	A120, between M11 J8 and Stansted Airport	3995	4656	6835	7116	2840	2460	71%	53%
3	M11, north of J7	5566	6533	8711	8916	3145	2383	57%	36%
4	M11, south of J7	6445	7778	9787	10006	3342	2228	52%	29%
5	A414, east of M11 J7	1390	1221	1941	1555	550	335	40%	27%

ID	Link Name	2-way Traffic Flow (All Vehicles)							
		Base		2051		Difference 2051 - Base		% Change from Base	
		AM	PM	AM	PM	AM	PM	AM	PM
6	A414, west of m11 J7	3690	4276	4797	5292	1106	1015	30%	24%
7	A414, west of Eastwick Roundabout	2056	2637	2545	2067	489	-569	24%	-22%
8	A1184 Cambridge Road, at the River Stort bridge	1566	1528	1900	1569	334	41	21%	3%
9	B183 Gilden Way, east of Harlowbury Rbt	1453	1420	1604	1427	151	6	10%	0%

9.4 Delay in the Base 2014 Model

9.4.1 The plots that follow in this section of the report show the worst junctions for delay for the AM peak and PM peak in the 2014 base year models. This highlights the stress points on the network as shown by the models in 2014, following sections will look at the projected delay situation in the 2021 and 2036 future year models for the NTEM Do-Minimum scenario.

9.4.2 It is challenging to define what constitutes a congested junction, or indeed how to define severe turn delay. The method of selecting the 20 worst junctions within each model is described below.

9.4.3 Total turn delay for each junction was calculated by adding together the maximum turn delay from each arm. The maximum turn delay was produced in minutes and is the average delay for the worst turn on the arm over the one hour modelled period.

9.4.4 A filter was applied to main turns and turns so that only turns with more than a total vehicle flow per hour of 100 were included in this analysis.

9.4.5 Furthermore, a filter was applied to main nodes and nodes to exclude low flow junctions:

- only junctions with a total vehicle flow per hour of more than 1500 were considered; and
- only junctions with ‘Two-way yield’, ‘Signalized’ and ‘Roundabout’ control types were included.

9.4.6 The total turn delay was used within the filter, with the threshold for main nodes and nodes requiring alteration until only 20 junctions remained in the final list.

9.4.7 Another challenge in producing analysis on delay in the network relates to the limitations of transport modelling software:

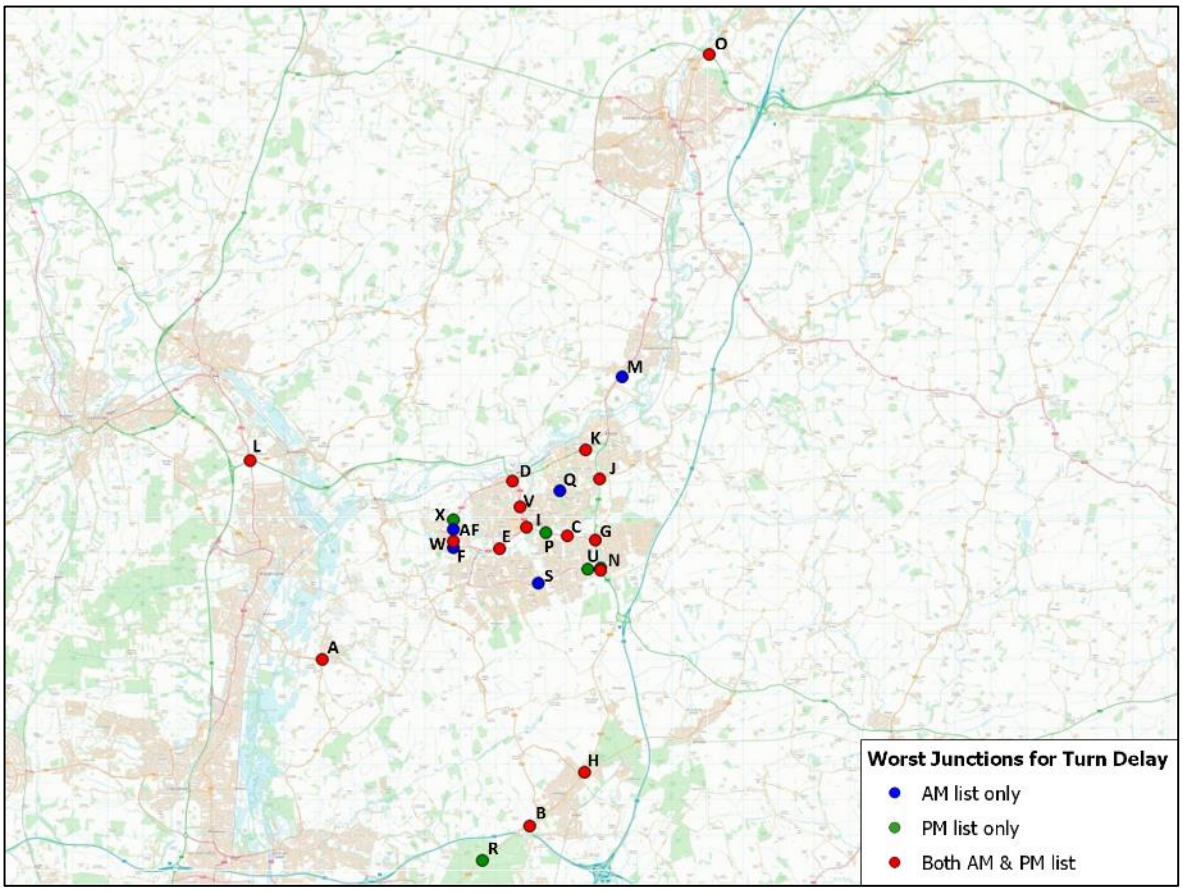
- All macro modelling software assumes all drivers have full information of the routes available to them and the relative cost of each, and habitual behaviour is also not considered within route choice. This can lead to flows, and consequently delays on popular routes being underestimated.
- Signing strategies may guide drivers to utilising certain routes; however, this aspect of road design is not modelled. Consequently, modelled routings reflective of reality may be hard to replicate, leading to flow and delay being underestimated.

9.4.8 Additionally, analysis carried out in producing the base model has shown that replicating delays at roundabouts is very difficult in VISUM. This is due to the methods the software uses to calculate delay, which is based upon ICA (Intersection Capacity Analysis). It has been established that delay is consistently lower than what observed data suggests it should be. To mitigate this deficiency and to sufficiently validate the base model against TrafficMaster journey time data it was necessary to reduce modelled link speeds in the vicinity of roundabout junctions.

9.4.9 Harlow, in particular has a large number of junctions that are roundabouts and so the above point is important to consider.

9.4.10 Figure 9-8 shows the location of the 20 worst junctions in the 2014 base network.

Figure 9-8 : Locations of worst turn delay junctions for the 2014 Base model



9.4.11 In addition to the above plot Table 9-4 displays the rankings of the junctions for both the AM and PM peaks. A summary of the total turn delays is also provided.

9.4.12 The key points that are evident from this analysis of junction delay are as follows:

- The general pattern of where stress points on the network are located is similar between the AM and the PM periods;
- Signalised junctions in Lower Nazeing and Epping and Burnt Mill Roundabout in Harlow suffer from some of the worst congestion in both peaks; and
- The main concentration of junctions with significant delay is in Harlow, especially along the main routes such as the A414, A1025 Second Avenue and A1025 Third Avenue.

9.4.13 The above trends correlate with the observed data from TrafficMaster that was used to validate the base model. The worst areas for delays identified below are on the same sections of routes that are shown to be slowest by journey time analysis contained within the LMVR.

9.4.14 For more in-depth analysis of the journey times routes and associated observed and modelled travel times refer to Section 11 of the Harlow Transport Model LMVR.

Table 9-4 : Top 20 worst junctions in the Base 2014 model – AM & PM

ID	Location	AM Rank	PM Rank	Overall Score	Sum of average turn delays (minutes)	
					AM	PM
A	Lower Nazeing Signals	2	1	3	7.89	9.34

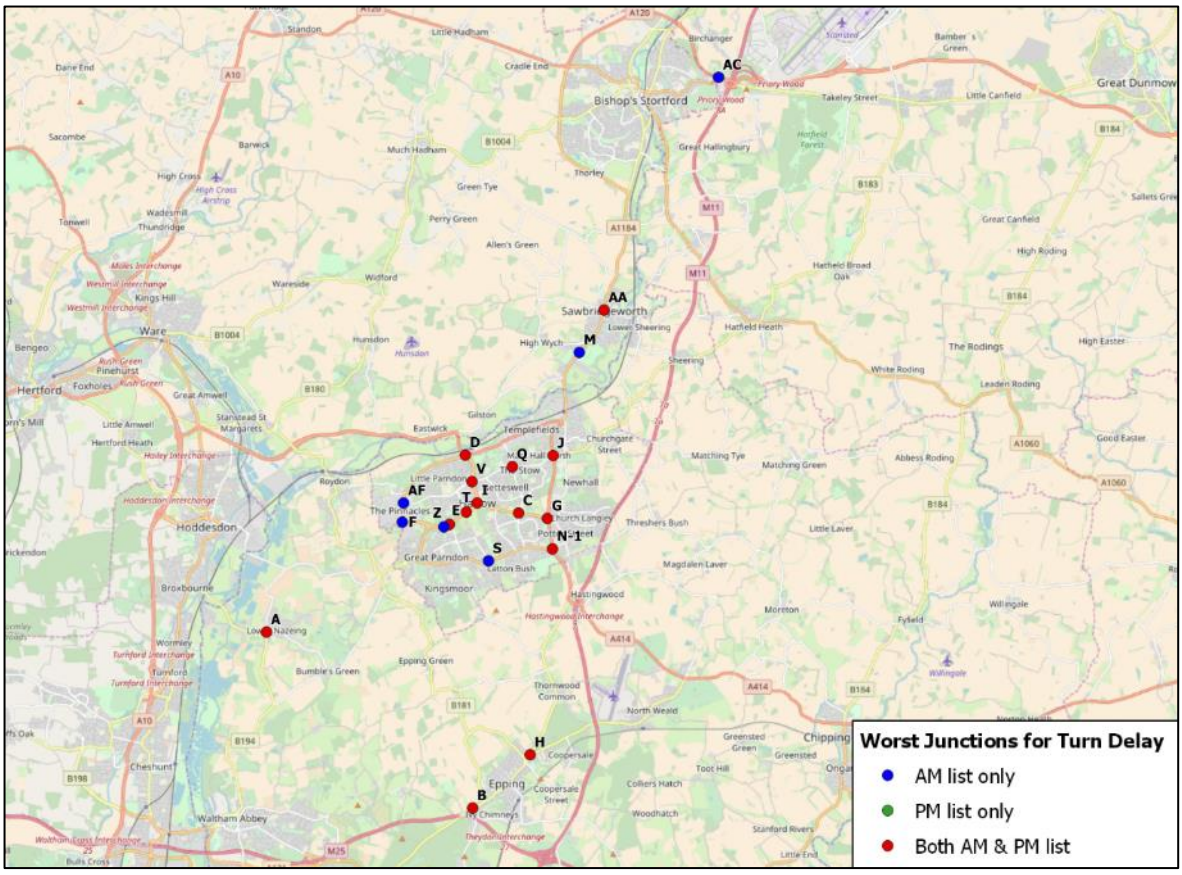
ID	Location	AM Rank	PM Rank	Overall Score	Sum of average turn delays (minutes)	
					AM	PM
B	High Road / Theydon Road Signals, Epping	6	2	8	3.21	8.98
D	Burnt Mill Roundabout, Harlow	3	6	9	5.38	2.43
J	A414 London Road / B183 Gilden Way Roundabout, Harlow	8	3	11	3.02	4.6
W	A1169 Elizabeth Way / Coldharbour Road, Harlow	15	5	20	1.73	3.82
H	Thornwood Road / The Plain Signals, Epping	9	11	20	3.01	1.89
E	Third Avenue / Abercrombie Way Signals, Harlow	11	10	21	2.15	1.97
V	A1019 Velizy Avenue / First Avenue Roundabout, Harlow	4	18	22	3.42	1.45
G	Clocktower Roundabout, Harlow	19	4	23	1.39	3.98
C	Second Avenue / Howard Way Roundabout, Harlow	18	8	26	1.49	2.12
I	Crowngate Roundabout, Harlow	7	20	27	3.2	1.29
K	A414 Edinburgh Way / East Road Signals, Harlow	14	13	27	1.78	1.84
L	Great Amwell Roundabout	16	12	28	1.61	1.86
O	A120 Bishop's Stortford Ring Road / B1383 Stansted Road Roundabout, Bishop's Stortford	17	17	34	1.49	1.56
N-1	A414 London Road Hamburger Roundabout (southern signals)	20	15	35	1.39	1.65
F	A1169 Elizabeth Way / A1025 Third Avenue Roundabout (The Pinnacles)	1	-	-	8.07	-
AF	A1169 Elizabeth Way / Fourth Avenue, The Pinnacles	5	-	-	3.28	-
R	B1393 Epping Road / Crown Hill Junction, Epping	-	7	-	-	2.28
X	A1169 Elizabeth Way / Roydon Road, Harlow	-	9	-	-	2.04
Q	Howard Way / First Avenue, Harlow	10	-	-	2.54	-
M	A1184 Harlow Road / Hand Lane, Sawbridgeworth	12	-	-	2.15	-
S	Southern Way / Partidge Road, Harlow	13	-	-	2.08	-
U	A1169 Southern Way / Tracyes Road, Harlow	-	14	-	-	1.76
P	Second Avenue / Tripton Road Roundabout	-	16	-	-	1.6
N-2	A414 London Road Hamburger Roundabout (northern signals)	-	19	-	-	1.37

9.5 Delay in the NTEM 2021 Do-Minimum Model

9.5.1 The plots that follow in this section of the report show the worst junctions for delay for the AM peak and PM peak in the 2021 Do-Minimum models. This highlights the stress points on the network in 2021 with the projected housing and employment growth predicted for the Medium Growth Scenario, as well as with the committed highway improvements included.

9.5.2 Figure 9-9 shows the location of the 20 worst junctions in the 2021 Do-Minimum network.

Figure 9-9 : Locations of worst turn delay junctions for the 2021 NTEM Do-Minimum



9.5.3 In addition to the above plot Table 9-5 displays the rankings of the junctions for both the AM and PM peaks. A summary of the total turn delays is also provided.

9.5.4 The key areas of the network that are affected by junction delay in 2021 are detailed below:

- Most junctions within the 20 worst for both AM and PM are located within Harlow, with another cluster of junctions in Epping;
- Whilst the specific worst junctions differ between time periods the junctions consistent across both are primarily located on key local roads, such as the A414, Second Avenue and Third Avenue;
- Signalised junctions in Lower Nazeing, Epping and Burnt Mill Roundabout still suffer from some of the worst congestion in both peaks;
- Overall, the location of the 20 worst junctions between the 2014 base and Do-Minimum has not significantly changed.

Table 9-5 : Top 20 worst junctions in the 2021 NTEM Do-Minimum Model – AM & PM

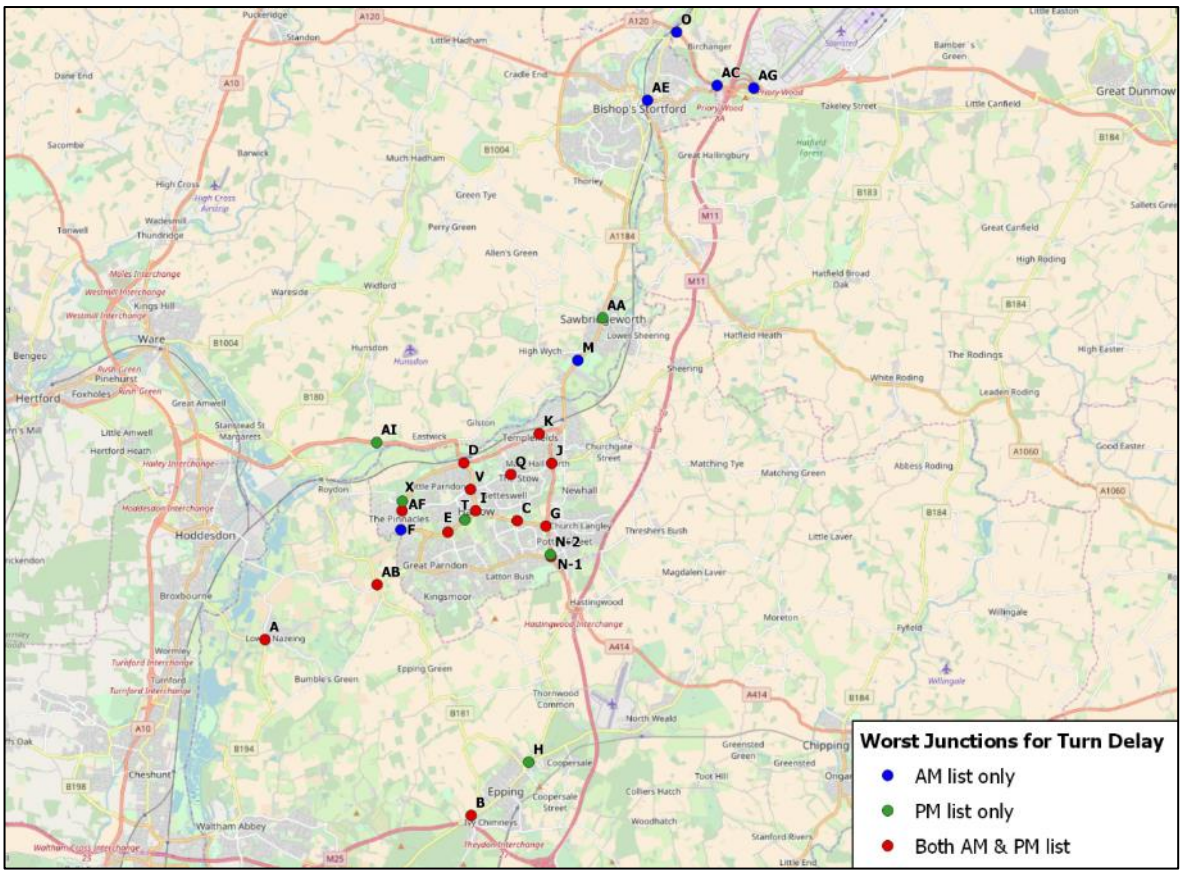
ID	Location	AM Rank	PM Rank	Overall Score	Sum of average turn delays (minutes)	
					AM	PM
A	Lower Nazeing Signals	2	1	3	11.32	8.17
D	Burnt Mill Roundabout, Harlow	1	3	4	12.19	4.31
B	High Road / Theydon Road Signals, Epping	5	2	7	4.67	4.48
J	A414 London Road / B183 Gilden Way Roundabout, Harlow	4	4	8	4.94	3.88
C	Second Avenue / Howard Way Roundabout, Harlow	6	5	11	4.51	3.66

ID	Location	AM Rank	PM Rank	Overall Score	Sum of average turn delays (minutes)	
					AM	PM
V	A1019 Velizy Avenue / First Avenue Roundabout, Harlow	8	7	15	4.05	3.35
I	Crowngate Junction, Harlow	11	6	17	3.27	3.42
G	Clocktower Roundabout, Harlow	10	10	20	3.31	2.63
E	Third Avenue / Abercrombie Way Signals, Harlow	12	12	24	2.98	2.05
Q	Howard Way / First Avenue, Harlow	9	16	25	4.04	1.76
H	Thornwood Road / The Plain Signals, Epping	16	9	25	2.17	2.86
AA	A1184 / West Road / Station Road Junction, Sawbridgeworth	15	13	28	2.20	1.86
N-1	A414 London Road Hamburger Roundabout (southern signals)	14	15	29	2.24	1.78
T	Third Avenue / Haydens Road Roundabout, Harlow	19	19	38	1.93	1.51
F	A1169 Elizabeth Way / A1025 Third Avenue Roundabout (The Pinnacles)	3	-	-	7.36	-
AF	A1169 Elizabeth Way / Fourth Avenue, The Pinnacles	7	-	-	4.11	-
Z	A1025 Third Avenue / Three Horseshoes Road, Harlow	13	-	-	2.51	-
M	A1184 Harlow Road / Hand Lane, Sawbridgeworth	17	-	-	2.13	-
S	Southern Way / Partidge Road, Harlow	18	-	-	1.94	-
AC	A120 / A1250 Dunmow Road, Bishop's Stortford	20	-	-	1.84	-

9.6 Delay in the NTEM 2036 Do-Minimum Model

9.6.1 Figure 9-10 shows the location of the 20 worst junctions in the NTEM 2036 Do-Minimum network.

Figure 9-10 : Locations of worst turn delay junctions for the 2036 NTEM Do-Minimum



9.6.2 In addition to the above plot Table 9-6 displays the rankings of the junctions for both the AM and PM peaks. A summary of the total turn delays is also provided.

9.6.3 The key areas of the network that are affected by junction delay in 2036 are detailed below:

- The general pattern of where stress points are located has begun to become slightly more clear with more junctions that appear in the list for both the AM and PM periods;
- The main concentration of junctions is still in Harlow along the main routes mentioned previously however these junctions have become more severe;
- Signalised junctions in Lower Nazeing and Epping still suffer from some of the worst congestion in both peaks; and
- Overall, Harlow remains the area of most concern, particularly along key distributor roads.

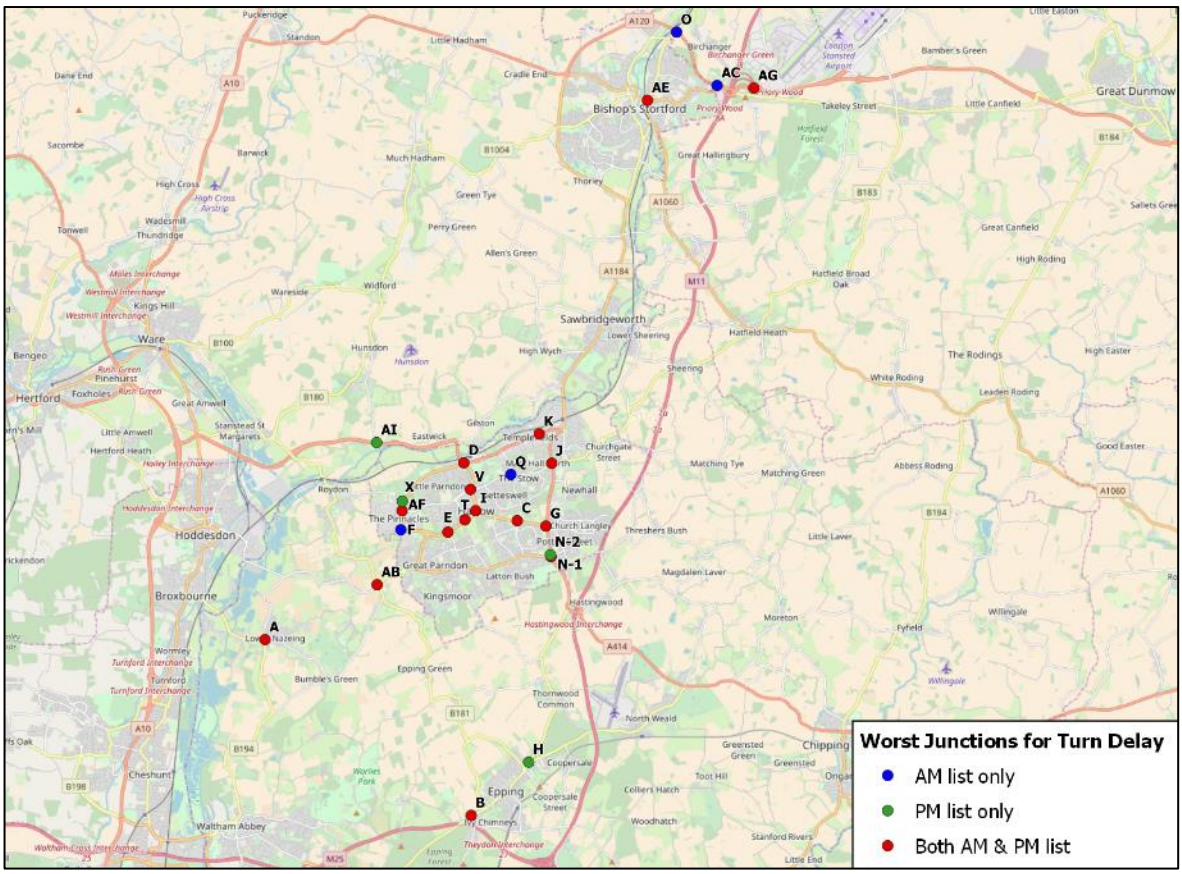
Table 9-6 : Top 20 worst junctions in the 2036 NTEM Do-Minimum Model – AM & PM

ID	Location	AM Rank	PM Rank	Overall Score	Sum of average turn delays (minutes)	
					AM	PM
D	Burnt Mill Roundabout, Harlow	1	2	3	20.04	5.13
A	Lower Nazeing Signals	2	1	3	10.75	7.72
J	A414 London Road / B183 Gilden Way Roundabout, Harlow	3	3	6	8.84	5.02
C	Second Avenue / Howard Way Roundabout, Harlow	7	5	12	5.73	4.14
G	Clocktower Roundabout, Harlow	8	6	14	5.61	3.90
AF	A1169 Elizabeth Way / Fourth Avenue, The Pinnacles	11	4	15	4.03	4.29
B	High Road / Theydon Road Signals, Epping	9	7	16	5.18	3.90
V	A1019 Velizy Avenue / First Avenue Roundabout, Harlow	6	12	18	5.81	2.98
I	Crowngate Junction, Harlow	15	9	24	2.97	3.22
Q	Howard Way / First Avenue, Harlow	10	16	26	4.53	2.46
E	Third Avenue / Abercrombie Way Signals, Harlow	13	14	27	3.57	2.74
AB	B181 Epping Road / B1133 Water Lane, Broadly Common	19	8	27	2.56	3.75
N-1	A414 London Road Hamburger Roundabout (southern signals)	14	17	31	3.19	2.34
K	A414 Edinburgh Way / East Road Signals, Harlow	16	19	35	2.96	2.18
F	A1169 Elizabeth Way / A1025 Third Avenue Roundabout (The Pinnacles)	4	-	-	8.75	-
AE	A1250 /A1060 Bishop's Stortford Cross	5	-	-	7.63	-
AG	Priory Wood Roundabout, Stansted Airport	12	-	-	3.83	-
X	A1169 Elizabeth Way / Roydon Road, Harlow	-	10	-	-	3.21
AI	A414 Eastwick Road / Church Lane, Harlow	-	11	-	-	3.08
H	Thornwood Road / The Plain Signals, Epping	-	13	-	-	2.97
AC	A120 / A1250 Dunmow Road, Bishop's Stortford	17	-	-	2.79	-
O	A120 Bishop's Stortford Ring Road / B1383 Stansted Road Roundabout, Bishop's Stortford	18	-	-	2.63	-
N-2	A414 London Road Hamburger Roundabout (northern signals)	-	15	-	-	2.60
M	A1184 Harlow Road / Hand Lane, Sawbridgeworth	20	-	-	2.54	-
T	Third Avenue / Haydens Road Roundabout, Harlow	-	18	-	-	2.33
AA	A1184 / West Road / Station Road Junction, Sawbridgeworth	-	20	-	-	1.87

9.7 Delay in the NTEM 2051 Do-Minimum Model

9.7.1 Figure 9-11 shows the location of the 20 worst junctions in the NTEM 2051 Do-Minimum network.

Figure 9-11 : Locations of worst turn delay junctions for the 2051 NTEM Do-Minimum



9.7.2 In addition to the above plot Table 9-7 displays the rankings of the junctions for both the AM and PM peaks. A summary of the total turn delays is also provided.

9.7.3 The key areas of the network that are affected by junction delay in 2051 are detailed below:

- The general pattern of where stress points are located has begun to become clearer with more junctions that appear in the list for both the AM and PM periods;
- The main concentration of junctions is still in Harlow along the main routes mentioned previously however these junctions have become more severe;
- Signalised junctions in Lower Nazeing and Epping still suffer from some of the worst congestion in both peaks; and
- Overall, Harlow remains the area of most concern, particularly along key distributor roads.

Table 9-7 : Top 20 worst junctions in the 2051 NTEM Do-Minimum Model – AM & PM

ID	Location	AM Rank	PM Rank	Overall Score	Sum of average turn delays (minutes)	
					AM	PM
D	Burnt Mill Roundabout, Harlow	1	6	7	22.32	7.13
J	A414 London Road / B183 Gilden Way Roundabout, Harlow	2	3	5	10.28	7.79
A	Lower Nazeing Signals	3	8	11	9.91	6.80
G	Clocktower Roundabout, Harlow	5	1	6	9.05	5.71
AE	A1250 /A1060 Bishop's Stortford Cross	6	2	8	7.82	5.11
C	Second Avenue / Howard Way Roundabout, Harlow	7	4	11	7.24	4.50
B	High Road / Theydon Road Signals, Epping	10	5	15	5.32	4.43
F	A1169 Elizabeth Way / A1025 Third Avenue Roundabout (The Pinnacles)	4	-	-	9.28	-
V	A1019 Velizy Avenue / First Avenue Roundabout, Harlow	9	14	23	5.97	2.84
AF	A1169 Elizabeth Way / Fourth Avenue, The Pinnacles	13	6	19	4.01	4.30
AB	B181 Epping Road / B1133 Water Lane, Broadly Common	17	3	20	3.15	4.72
T	Third Avenue / Haydens Road Roundabout, Harlow	14	13	27	3.95	2.89
AG	Priory Wood Roundabout, Stansted Airport	12	15	27	4.10	2.71
E	Third Avenue / Abercrombie Way Signals, Harlow	15	12	27	3.71	2.93
I	Crowngate Junction, Harlow	18	9	27	3.13	3.23
Q	Howard Way / First Avenue, Harlow	8	-	-	6.26	-
N-1	A414 London Road Hamburger Roundabout (southern signals)	16	16	32	3.18	2.71
K	A414 Edinburgh Way / East Road Signals, Harlow	19	17	36	2.94	2.55
O	A120 Bishop's Stortford Ring Road / B1383 Stansted Road Roundabout, Bishop's Stortford	11	-	-	4.94	-
X	A1169 Elizabeth Way / Roydon Road, Harlow	-	7	-	-	3.55
H	Thornwood Road / The Plain Signals, Epping	-	8	-	-	3.34
AI	A414 Eastwick Road / Church Lane, Harlow	-	10	-	-	3.04
N-2	A414 London Road Hamburger Roundabout (northern signals)	-	11	-	-	2.98
AC	A120 / A1250 Dunmow Road, Bishop's Stortford	20	-	-	2.94	-

9.8 Traffic Growth Delay Impacts in the Forecast Year Models

9.8.1 The model outputs in this section display the impact of future year growth upon delay, specifically maximum turn delay on each arm is assessed. Firstly, the impacts in 2021 for both the AM and PM peak periods will be investigated, followed by 2036 and 2051.

9.8.2 The measure of delay used for these plots considers the maximum turn delay (in seconds) on each arm of every junction that is coded within the model. The maximum turn delay refers to the worst turn on that arm. The delay for each turn is calculated as an average turn delay for vehicles across the whole hour period being assessed. Within VISUM the maximum turn delay for arms must be displayed for a specific user class, it is not calculated across all classes. Consequently, it was decided to select Car Commute (CC). Checks were carried out to ensure that there was not a large variation between user classes and it was found that the variation was usually zero and always negligible.

9.8.3 The link bars represent delay changes associated with the link, which in turn represents the arm of the junction it goes in to. Green bars show a decrease in delay, whilst red bars show an increase in delay.

9.8.4 Only links with a maximum turn delay of 60 seconds or more are displayed, any smaller changes are not included in these plots. Links that have a vehicle flow of less than 100 during the time period assessed are also excluded, as these roads are considered to be very minor.

9.8.5 The area covered within the plots includes the entire detailed modelled area as well as some additional network to the east and the west.

9.8.6 Figure 9-12 and Figure 9-13 show delay changes between the Base and Do-Minimum 2021 models, for the AM and PM periods respectively. Plots for the inter-peak can be found in Appendix I.

9.8.7 Note that the magnitude of delay is represented by the width of the bars, and not by their length. The length is only representative of the length of the coded link and not the extent of queuing or delay.

9.8.8 The figures below show some significant increases and decreases in delay in different parts of the network. An explanation of significant changes is provided below:

- Signalisation of double mini-roundabout at Sawbridgeworth is resulting in less delay at High Wych Road and Parsonage Lane;
- Likewise, First Avenue and Third Avenue see small improvements in turn delays due to a capacity upgrade at Second Avenue / Velizy Avenue junction committed improvement scheme;
- Roads towards M11 J7 experience a reduction in turn delay particularly in the PM;
- Elsewhere delays generally increase between 2014 and 2021 in both time periods;
- Roads leading to M11 J6 experience an increase in turn delay;
- There are increased congestion issues across Harlow with the impact of growth most noticeable in the AM; and
- In the AM delays on roads crossing the Lee Valley towards Harlow show large increases in turn delay, conversely in the PM there appears to be small improvements in this area.

Figure 9-12 : Turn Delay Difference between Base 2014 and NTEM DM 2021 models – AM

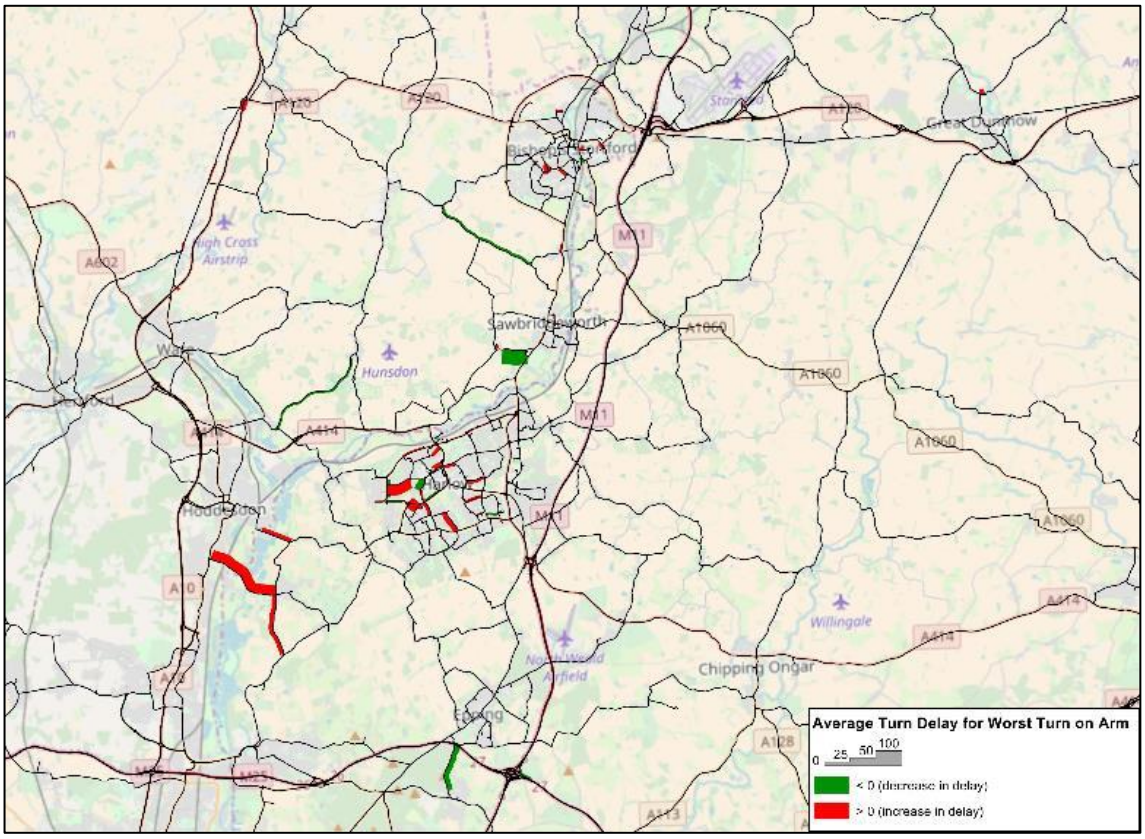
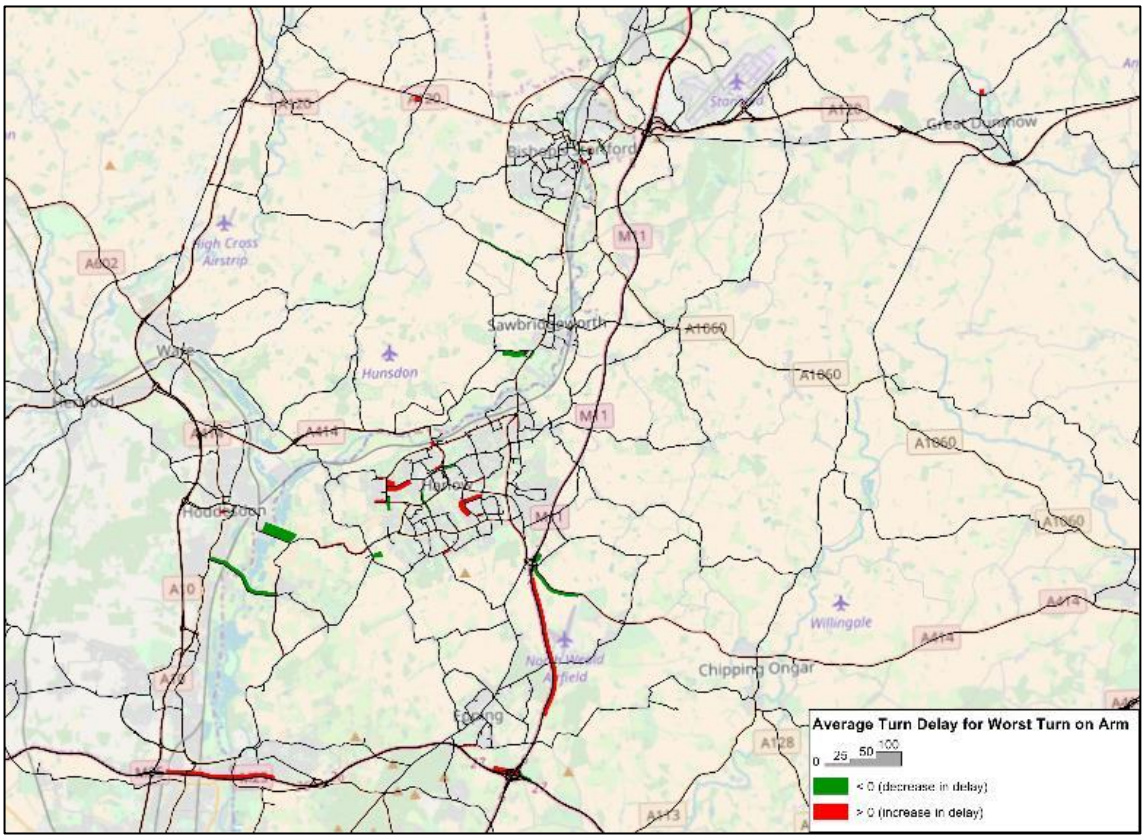


Figure 9-13 : Turn Delay Difference between Base 2014 and NTEM DM 2021 models – PM



9.8.9 Figure 9-14 and Figure 9-15 show delay changes between the Base and Do-Minimum 2036 models, for the AM and PM periods respectively. Plots for the inter-peak can be found in Appendix I.

9.8.10 Note that the magnitude of delay is represented by the width of the bars, and not by their length. The length is only representative of the length of the coded link and not the extent of queuing or delay.

9.8.11 The figures below show some significant increases and decreases in delay in different parts of the network. Observations are explained below:

- Delays generally increase between 2014 and 2036 in both time periods, and increases are more severe than in 2021;
- The most marked areas of delay increases are similar to those outlined above for 2021; however, the impacts of growth are higher; and
- There are no significant differences in the trends of delay difference location between the 2014 and 2021 comparison and the 2014 and 2036 comparison.

Figure 9-14 : Turn Delay Difference between Base 2014 and NTEM DM 2036 models – AM

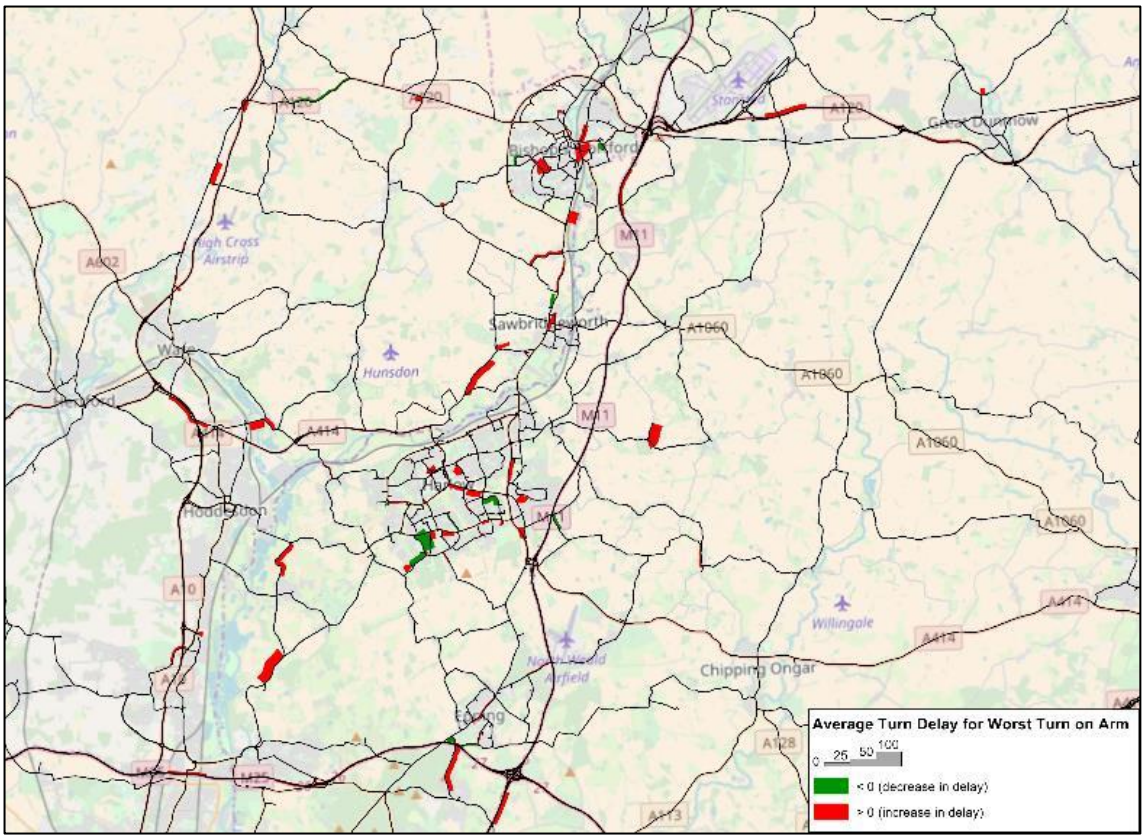
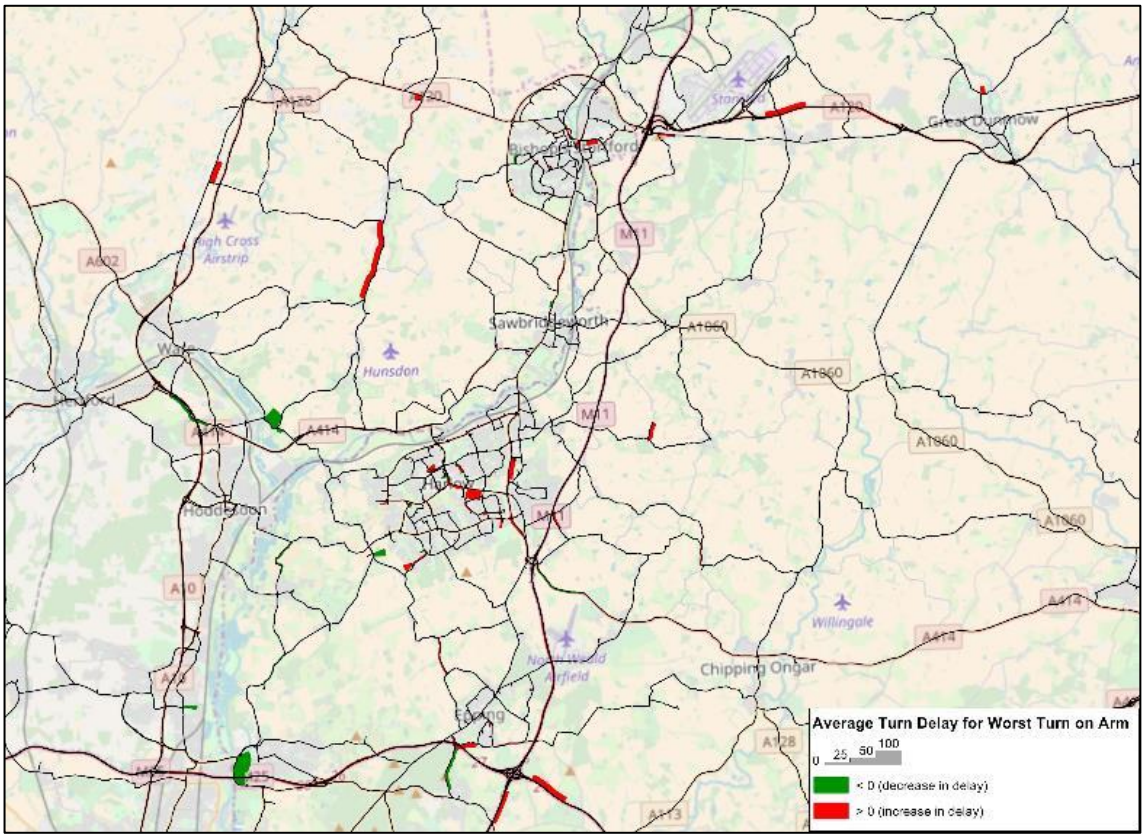


Figure 9-15 : Turn Delay Difference between Base 2014 and NTEM DM 2036 models – PM



9.8.12 Figure 9-16 and Figure 9-17 show delay changes between the Base and Do-Minimum 2051 models, for the AM and PM periods respectively. Plots for the inter-peak can be found in Appendix I.

9.8.13 The figures below show some significant increases and decreases in delay in different parts of the network. Observations are explained below:

- Delays generally increase between 2014 and 2051 in both time periods, and increases are more severe than in 2036;
- The most marked areas of delay increases are similar to those outlined above for 2021 and 2036; however, the impacts of growth are higher; and
- There are no significant differences in the trends of delay difference location between the 2014 and 2036 comparison and the 2014 and 2051 comparison.

Figure 9-16 : Turn Delay Difference between Base 2014 and NTEM DM 2051 models – AM

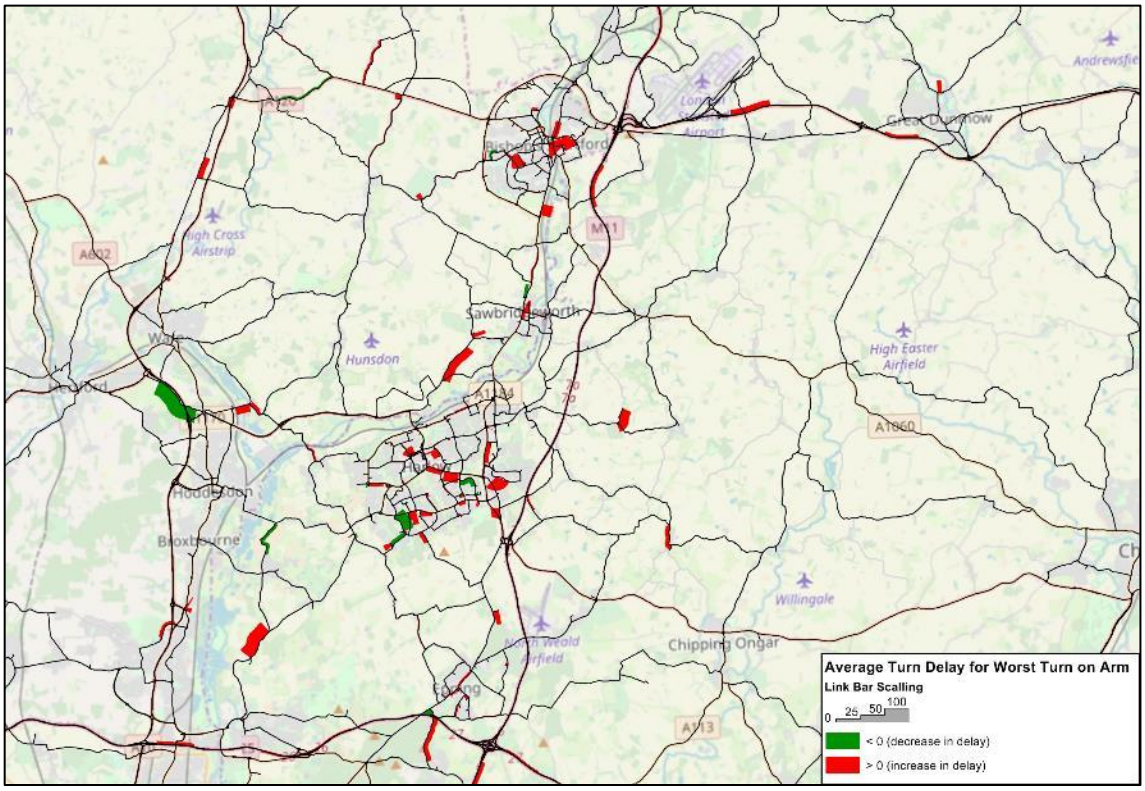
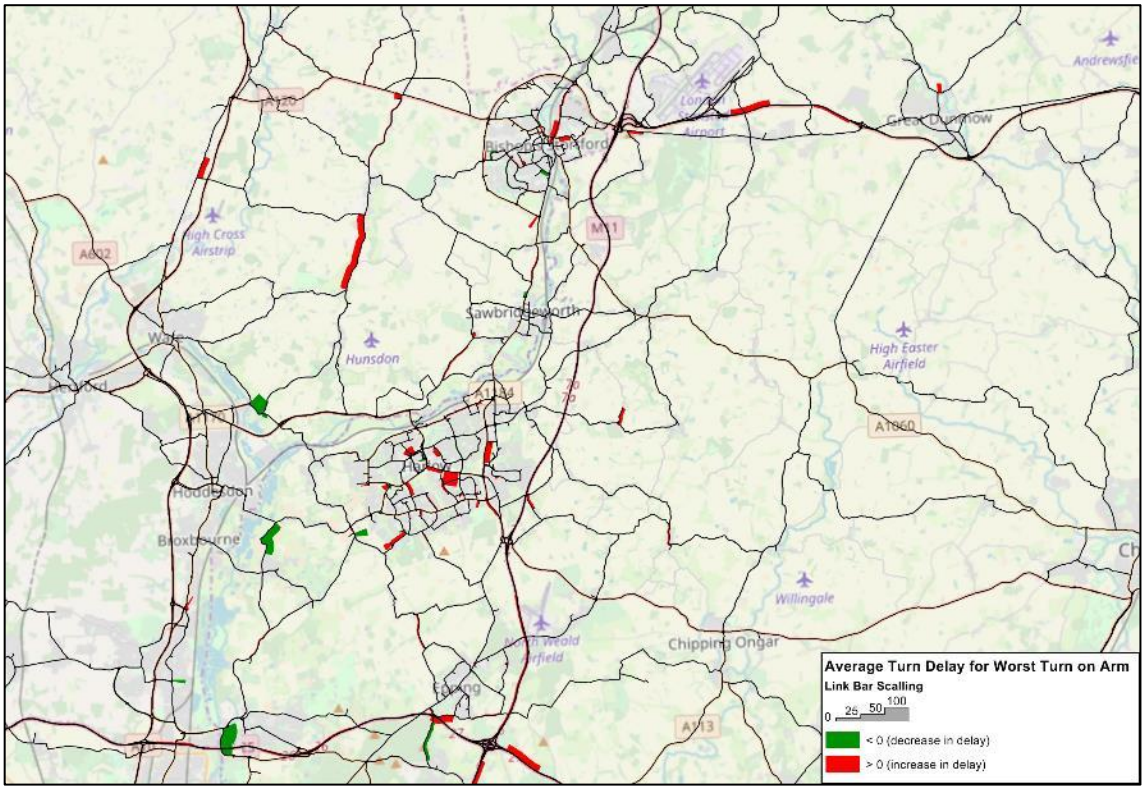


Figure 9-17 : Turn Delay Difference between Base 2014 and NTEM DM 2051 models – PM



10. M11 J7a Scheme Impacts – NTEM Scenario

10.1 Flow Impacts of the M11 J7a Scheme in 2021 for NTEM scenario

10.1.1 As detailed in Section 3, 'Do-Something' (DS) networks were built to represent the local road network with the inclusion of the scheme, the proposed M11 J7a. The scheme includes a link between the M11 and B183 Sheering Road, and capacity improvements on the B183 between the new link and the A414.

10.1.2 A series of model runs were carried out at Stage 3 to investigate the potential impacts of a proposed Harlow Northern Bypass. The results of this can be found in the 'Northern Bypass Addendum', which was produced in April 2016. This scheme has not been included in the model runs presented in the main report.

10.1.3 A plot displaying the location and design of the proposed M11 J7a scheme that has been modelled can be found in Figure 3-8. It is assumed that the scheme would be in place by 2021.

10.1.4 The plots below in Figure 10-1 and Figure 10-2 are for the AM peak and PM peak hours respectively. The area shown covers the entire detailed modelled area as well as some additional network to the east and the west. Plots, which are zoomed to provide more detail of changes, are also provided in Appendix H for all three time periods.

10.1.5 The figures show significant changes in modelled traffic flow in different parts of the network. All flow changes are considered to be logical representations of what is likely to occur with the Do-Something scheme in place. A narrative for each significant flow change is provided below:

- M11 J7-J8: Flows on the M11 would be expected to increase significantly. This indicates that traffic is switching from using J7 to using J7a, but also additional vehicles to and from the north would also use the motorway to access Harlow via J7a in preference to using other less suitable minor routes in the vicinity.
- In the PM, traffic on the M11 south of J7 increases, this is likely to be as a result of freeing up capacity at M11 J7, which gets very congested in the PM peak.
- A consequence of traffic using J7a to access Harlow is that flows would be expected to significantly increase along B183 Gilden Way to the west of the new link.
- The location of the new junction facilitates traffic wishing to access the north and east of the town. This is expected to result in reductions in flows on the A414 to the south of Gilden Way, which would be greater immediately to the north of J7, as a result of this traffic using the new motorway junction.
- There are small but noticeable traffic increases along the key links within northern Harlow, including the A414 Edinburgh Way, First Avenue, Second Avenue and A414 London Road north of Gilden Way. This increase further supports the supposition that traffic within the northern part of Harlow has a greater propensity to use the more northerly M11 access point.

Figure 10-1 : Traffic Flow Difference between NTEM DM and DS models for 2021 – AM

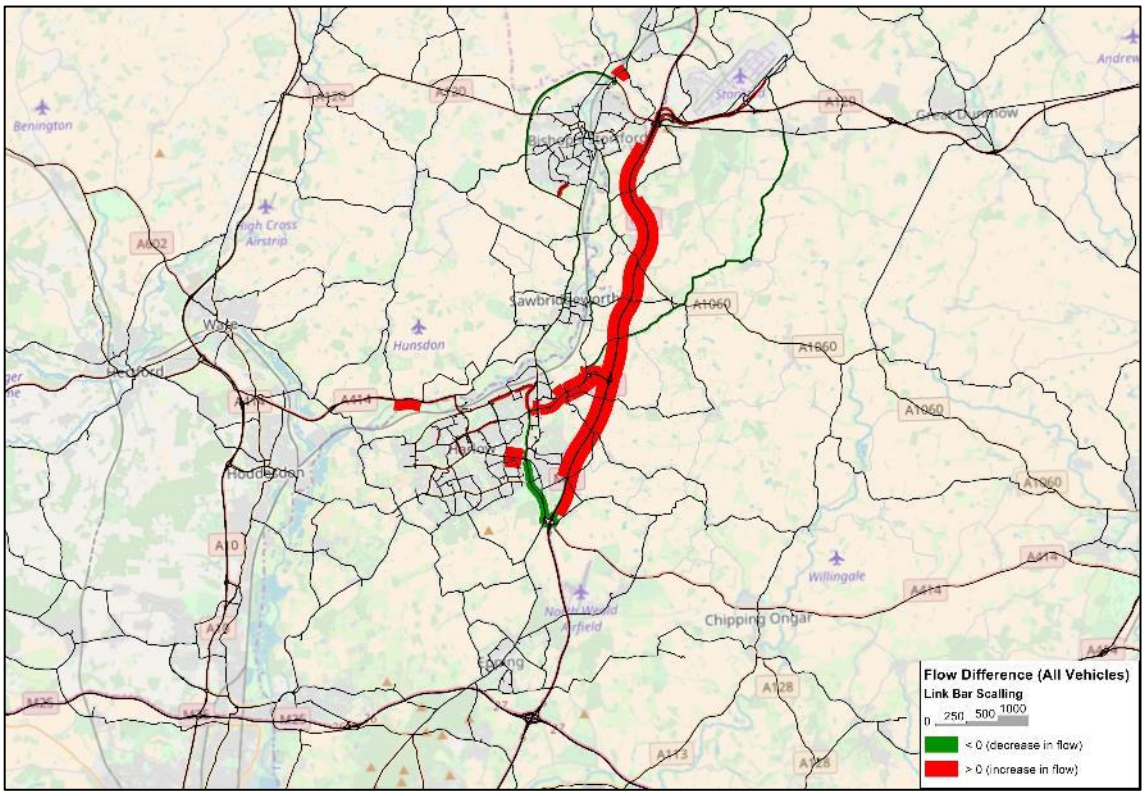
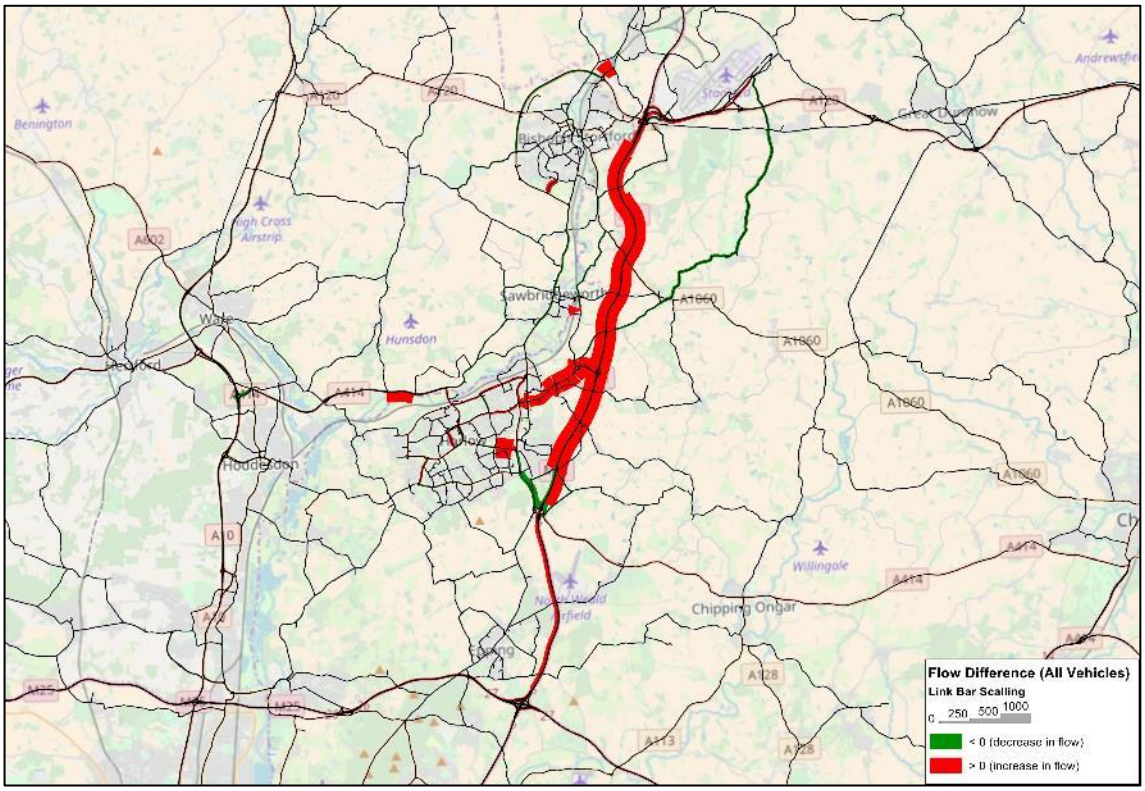
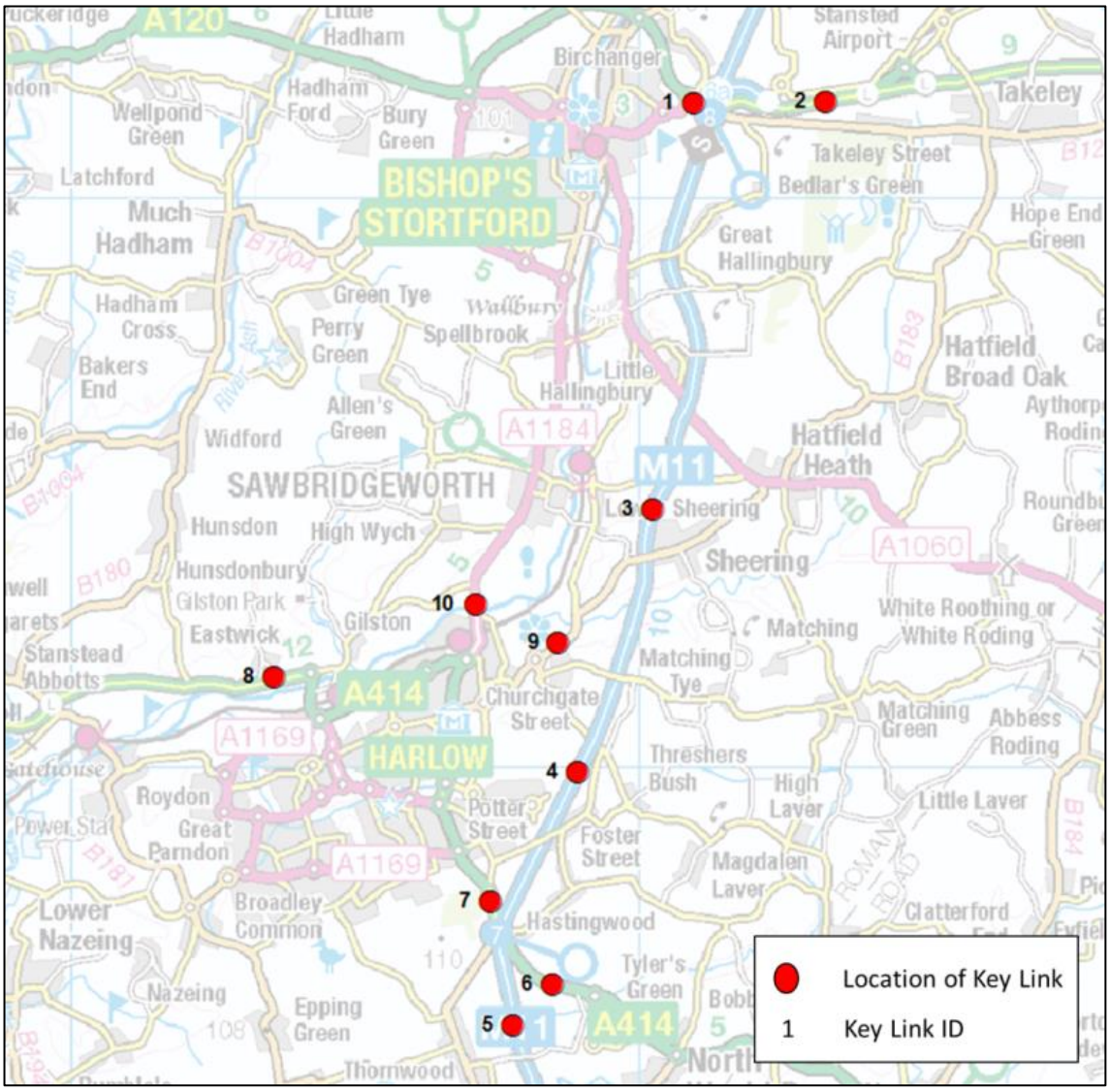


Figure 10-2 : Traffic Flow Difference between NTEM DM and DS models for 2021 - PM



10.1.6 Figure 10-3 displays links in the road network that are considered important, similarly to Figure 9-3. This below plot includes one additional site on the M11, in order to better assess the traffic flow differences with M11 J7a is included.

Figure 10-3 : Locations of Key Links for Traffic Flow Comparison – NTEM DM to DS



10.1.7 The above links are examined on an individual basis for the AM and PM in Table 10-1. The table shows how 2-way total vehicle flows have changed between the Do-Minimum and Do-Something 2021 situations.

10.1.8 The table below mirrors the flow difference plots above, as traffic is re-routing to the SRN away from the local road network, and in particular currently well utilised local rat-runs.

10.1.9 Reductions in traffic flow are modelled on the following links, demonstrating that the scheme helps to relieve these locations:

- A414 (west of J7) – this is currently the only principal road linking Harlow to the SRN, it sees a significant decrease in flow as a result of re-routing with M11 J7a introduced;
- A1184 Cambridge Road – this road is near to capacity and heavily congested in peak periods, the M11 J7a scheme removes some traffic from this link; and

- M11 (south of J7a) – the M11 between J7 and J7a displays a reduction in flow as a result of the scheme with a new entry point allowing traffic to access the motorway at a more northerly location.

10.1.10 Traffic flow has increased significantly on some links as a result of the scheme and consequent re-routing. There are a number of links, which display small increases, these links are strategic and include the M11 (expect between J7 and J7a), A120 and A414 (east of M11 J7).

10.1.11 The M11 north of J7a experiences a large increase in traffic as a result of better access to Harlow via the SRN; this encourages routing shifts to the motorway from local routes for many relatively short distance trips.

10.1.12 The most significant traffic growth for any link is on the B183 Gilden Way near the M11 J7a scheme itself. This link sees a 74% and 90% increase in flow for the AM and PM periods respectively. This road is now a major link between Harlow and the SRN, and traffic has grown accordingly.

Table 10-1 : Key link traffic flows – NTEM - DM and DS 2021 Comparison

ID	Link Name	2-way Traffic Flow (All Vehicles)							
		DM		DS		Difference DS – DM		% Change from DM to DS	
		AM	PM	AM	PM	AM	PM	AM	PM
1	A120, west of M11 J8	3625	3154	3689	3250	63	96	2%	3%
2	A120, between M11 J8 and Stansted Airport	5319	5343	5665	5669	346	326	7%	6%
3	M11, north of J7a	6630	7241	7506	8169	876	928	13%	13%
4	M11, south of J7a			6153	6682	-477	-559	-7%	-8%
5	M11, south of J7	7413	8399	7506	8793	93	394	1%	5%
6	A414, east of M11 J7	1517	1324	1562	1436	44	112	3%	8%
7	A414, west of M11 J7	4450	4664	3619	4047	-831	-617	-19%	-13%
8	A414, west of Eastwick Roundabout	2183	2596	2282	2594	98	-2	4%	0%
9	B183 Gilden Way, east of Harlowbury Rbt	1480	1356	2582	2577	1102	1221	74%	90%
10	A1184 Cambridge Road, at the River Stort bridge	1590	1481	1490	1372	-99	-109	-6%	-7%

10.2 Flow Impacts from the M11 J7a Scheme in 2036 for NTEM Scenario

10.2.1 Three future years have been assessed for each growth scenario, the impact of the M11 J7a scheme in 2021 has already been discussed above and the impact of the scheme in 2036 will follow in this section.

10.2.2 The plots below in Figure 10-4 and Figure 10-5 are for the AM peak and PM peak hours respectively. As with 2021, plots which are zoomed to provide more detail of changes are provided in Appendix H for all three time periods.

10.2.3 The figures below show some large increases and decreases in traffic flow in different parts of the network. All are deemed logical considering the scheme that has been included in the Do-Something scenario. The changes are similar to 2021 for most of the network, see Section 10.1.

10.2.4 There are no major differences in the patterns of traffic flow change observed for 2036 that suggest that the M11 J7a scheme has a different impact from that described for 2021. The only noticeable difference is that the trends explained for 2021 are exaggerated in 2036. Where there are decreases in 2021 the decreases appear to be larger in 2036, and likewise for flow increases. This is simply because the volumes of traffic in the 2036 forecast year are markedly higher than in the modelled 2021 situation.

10.2.5 The most notable locations at which scheme impacts are greater than those in 2021 are as follows:

- M11 – north of M11 J7a

- M11 – south of M11 J7a
- B183 Harlow Road – east of M11 J7a
- A414 London Road – connection to M11 J7a
- B183 Gilden Way – west of M11 J7a
- A1025 Second Avenue – connection to M11 J7a

Figure 10-4 : Traffic Flow Difference between DM and DS models for NTEM 2036 - AM

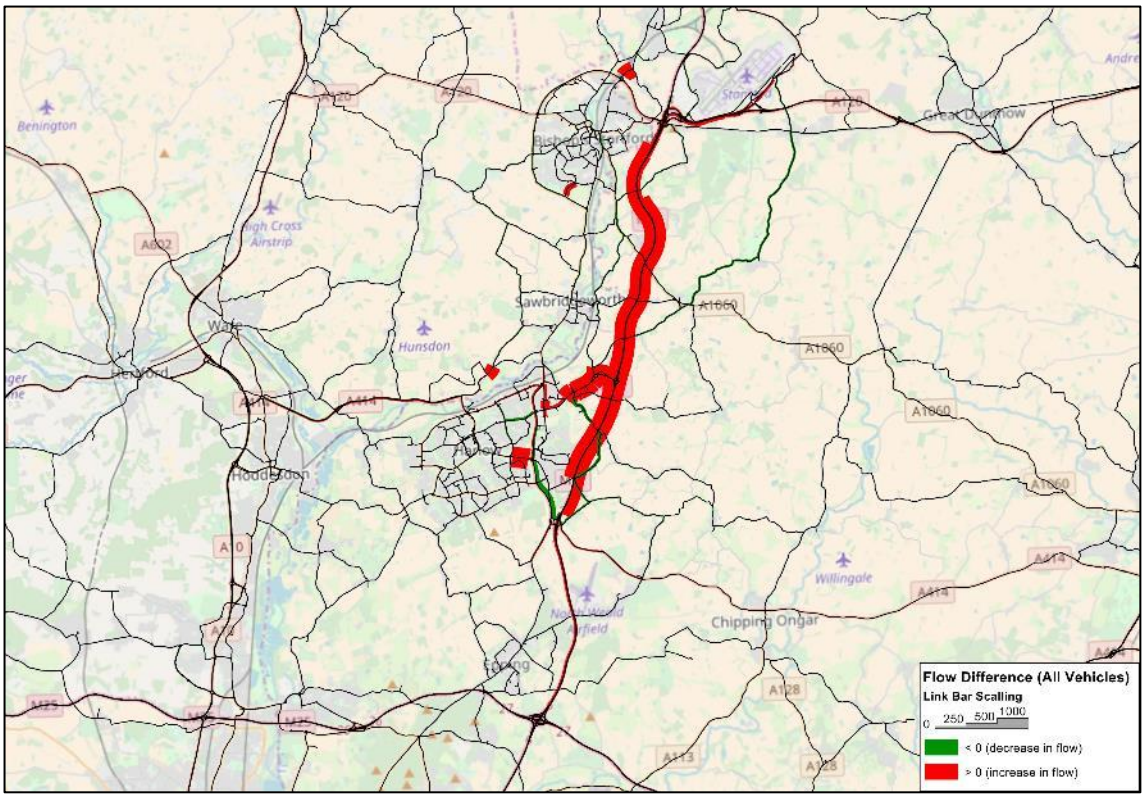
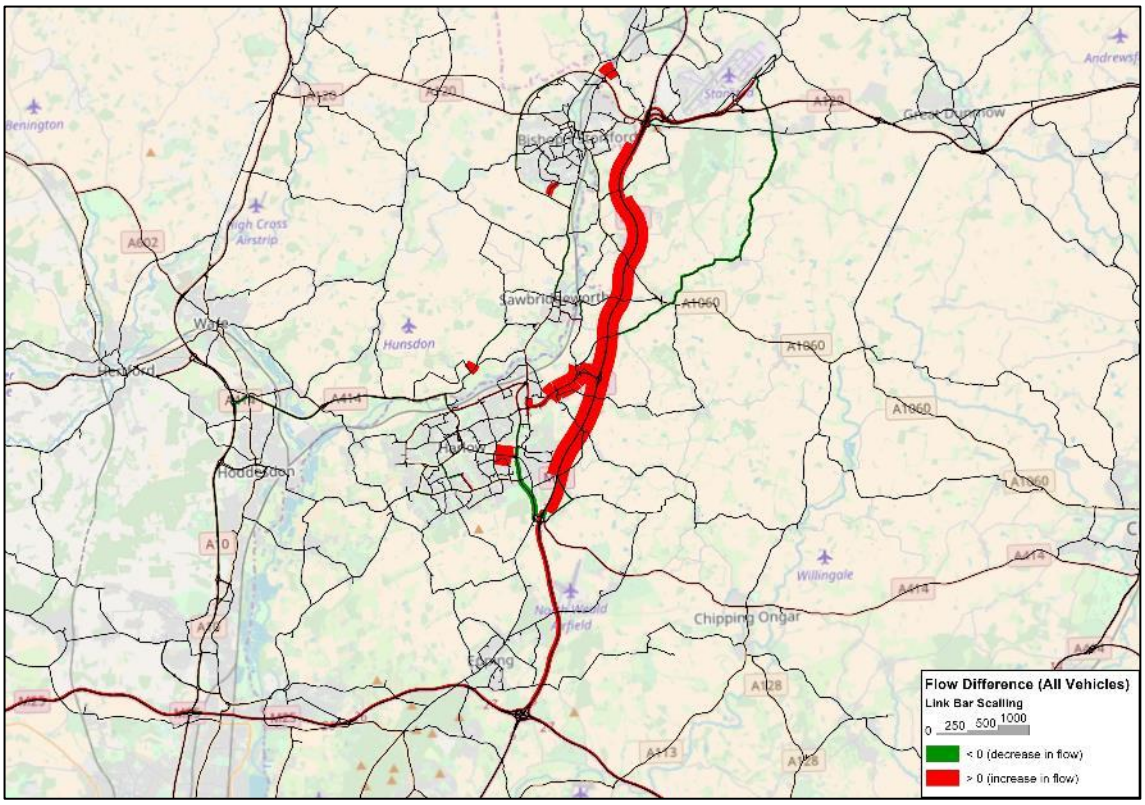


Figure 10-5 : Traffic Flow Difference between DM and DS models for NTEM 2036 - PM



10.2.6 The key links identified in the previous section are also examined for the 2036 models in Table 10-2. The table shows how 2-way total vehicle flows have changed between the Do-Minimum and Do-Something 2036 situations.

10.2.7 The table below echoes findings from the 2021 analysis, with traffic re-routing to the SRN away from the local road network.

10.2.8 Reductions in traffic flow in 2036 are modelled on the following links:

- A414 (west of J7);
- A1184 Cambridge Road during the AM;
- M11 (south of J7a) during the PM; and
- A414, west of Eastwick Roundabout during the PM

10.2.9 The reasons for traffic flow decreases are likely to be the same as explained in the previous section in relation to 2021.

10.2.10 As in 2021, traffic flow has increased significantly on some links as a result of the scheme and consequent re-routing. There are a number of links, which display small increases, these links are strategic and include the M11 (expect between J7 and J7a), A120 and A414 (expect west of J7).

10.2.11 As explained in the 2021 analysis, the M11 north of J7a experiences a large increase in traffic as a result of better access to Harlow via the SRN.

10.2.12 The most significant traffic growth for any link is on the B183 Gilden Way near the M11 J7a scheme itself. This link sees a 38% and 66% increase in flow for the AM and PM peak periods respectively. This road is now a major link between Harlow and the SRN, and traffic has grown accordingly. The introduction of the traffic signals at the A414 First Avenue / Gilden Way junction has reduced the capacity of this route in 2036 resulting in a lower percentage increase compared to 2021.

Table 10-2 : Key link traffic flows – NTEM - DM and DS 2036 Comparison

ID	Link Name	2-way Traffic Flow (All Vehicles)							
		DM		DS		Difference DS – DM		% Change from DM to DS	
		AM	PM	AM	PM	AM	PM	AM	PM
1	A120, west of M11 J8	4409	3791	4538	3937	129	147	3%	4%
2	A120, between M11 J8 and Stansted Airport	6283	6539	6734	6881	451	342	7%	5%
3	M11, north of J7a	8096	8490	8843	9239	747	749	9%	9%
4	M11, south of J7a			8125	8332	30	-158	0%	-2%
5	M11, south of J7	9185	9655	9434	10092	249	437	3%	5%
6	A414, east of M11 J7	1780	1561	1928	1679	148	118	8%	8%
7	A414, west of M11 J7	4689	5171	4234	4599	-454	-572	-10%	-11%
8	A414, west of Eastwick Roundabout	2468	2138	2510	2049	42	-89	2%	-4%
9	B183 Gilden Way, east of Harlowbury Rbt	1577	1349	2171	2235	594	886	38%	66%
10	A1184 Cambridge Road, at the River Stort bridge	1811	1454	1790	1453	-21	-1	-1%	0%

10.3 Flow Impacts from the M11 J7a Scheme in 2051 for NTEM Scenario

10.3.1 Plots below in Figure 10-6 and Figure 10-7 are for the AM peak and PM peak hours respectively. As with 2021 and 2036, plots which are zoomed to provide more detail of changes are provided in Appendix H for all three time periods.

10.3.2 The figures below show some large increases and decreases in traffic flow in different parts of the network. All are deemed logical considering the scheme that has been included in the Do-Something scenario. The changes are similar to 2021 and 2036 for most of the network, see Sections 10.1 and 10.2.

10.3.3 There are no major differences in the patterns of traffic flow change observed for 2051 that suggest that the M11 J7a scheme has a different impact from that described for 2036. The only noticeable difference is that the trends explained for 2036 are exaggerated in 2051. Where there are decreases in 2051 the decreases appear to be larger in 2051, and likewise for flow increases. This is simply because the volumes of traffic in the 2051 forecast year are markedly higher than in the modelled 2036 situation.

10.3.4 The most notable locations at which scheme impacts are greater than those in 2036 are as follows:

- M11 – north of M11 J7a
- M11 – south of M11 J7a
- A414 London Road – connection to M11 J7
- B183 Gilden Way – west of M11 J7a
- A1025 Second Avenue – connection to M11 J7a

Figure 10-6 : Traffic Flow Difference between DM and DS models for NTEM 2051 - AM

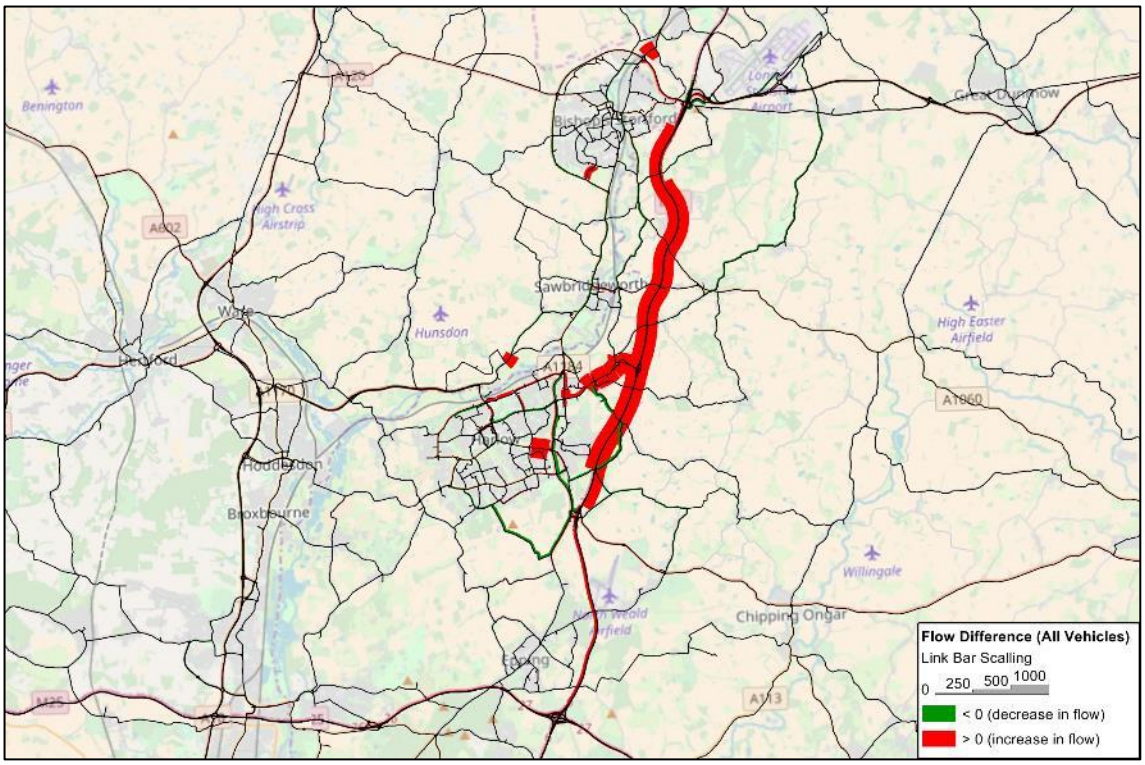
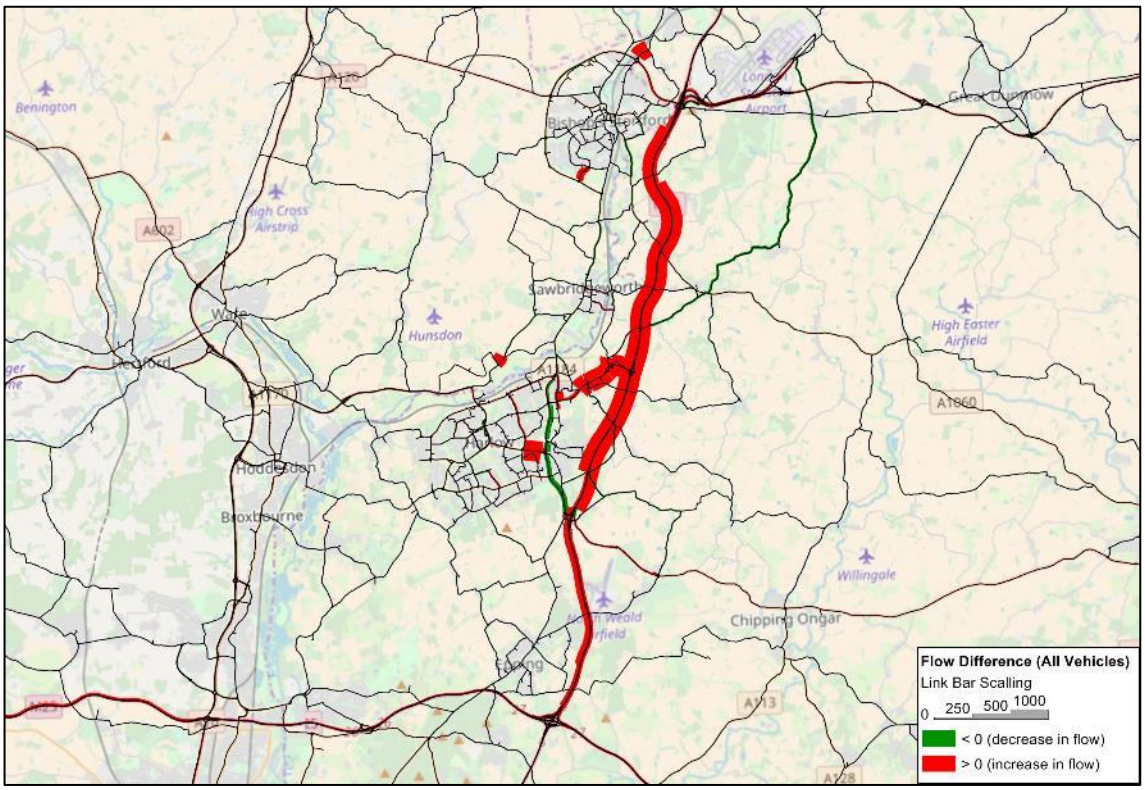


Figure 10-7 : Traffic Flow Difference between DM and DS models for NTEM 2051 - PM



10.3.5 The key links identified in the previous section are also examined for the 2051 models in Table 10-3. The table shows how 2-way total vehicle flows have changed between the Do-Minimum and Do-Something 2036 situations.

10.3.6 The table below echoes findings from the 2021 and 2036 analysis, with traffic re-routing to the SRN away from the local road network.

10.3.7 Reductions in traffic flow in 2036 are modelled on the following links:

- A414 (west of J7);
- A414, west of Eastwick Roundabout, and
- A1184 Cambridge Road during the PM peak

10.3.8 The reasons for traffic flow decreases are likely to be the same as explained in the previous section in relation to 2021 and 2036.

10.3.9 As in 2021 and 2036, traffic flow has increased significantly on some links as a result of the scheme and consequent re-routing. There are a number of links, which display small increases, these links are strategic and include the M11 (expect between J7 and J7a) and A414.

10.3.10 As explained in the 2021 and 2036 analysis, the M11 north of J7a experiences a large increase in traffic as a result of better access to Harlow via the SRN.

10.3.11 The most significant traffic growth for any link is on the B183 Gilden Way near the M11 J7a scheme itself. This link sees a 35% and 57% increase in flow for the AM and PM peak periods respectively. This road is now a major link between Harlow and the SRN, and traffic has grown accordingly. The introduction of the traffic signals at the A414 First Avenue / Gilden Way junction has reduced the capacity of this route in 2036 and 2051 resulting in a lower percentage increase compared to 2021.

Table 10-3 : Key link traffic flows – NTEM - DM and DS 2051 Comparison

ID	Link Name	2-way Traffic Flow (All Vehicles)							
		DM		DS		Difference DS – DM		% Change from DM to DS	
		AM	PM	AM	PM	AM	PM	AM	PM
1	A120, west of M11 J8	4536	4071	4682	4199	146	129	3%	3%
2	A120, between M11 J8 and Stansted Airport	6835	7116	6892	7455	57	339	1%	5%
3	M11, north of J7a	8711	8916	9321	9841	611	925	7%	10%
4	M11, south of J7a			8766	9070	55	154	1%	2%
5	M11, south of J7	9787	10006	10084	10768	297	762	3%	8%
6	A414, east of M11 J7	1941	1555	2051	1727	110	172	6%	11%
7	A414, west of M11 J7	4797	5292	4537	4751	-259	-541	-5%	-10%
8	A414, west of Eastwick Roundabout	2545	2067	2527	2054	-18	-14	-1%	-1%
9	B183 Gilden Way, east of Harlowbury Rbt	1604	1427	2171	2235	567	809	35%	57%
10	A1184 Cambridge Road, at the River Stort bridge	1900	1569	1906	1500	7	-69	0%	-4%

10.4 Impacts upon Delay from the M11 J7a Scheme in 2021 for NTEM Scenario

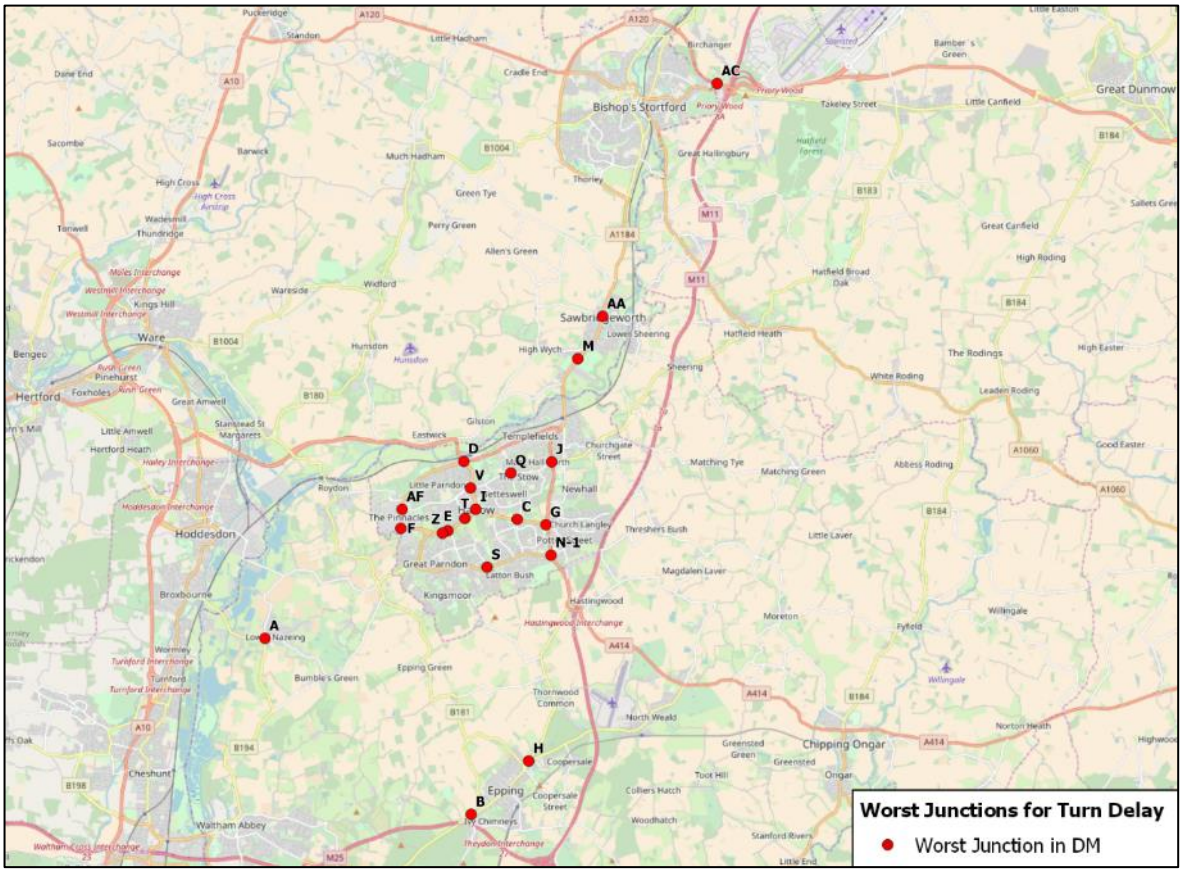
10.4.1 Section 9.5 describes the location of delay and capacity constraint across the detailed modelled area in 2021 in the NTEM scenario, but without the scheme. The principle areas highlighted as congested were as follows:

- Lower Nazeing and Epping signalised junctions; and

- Key distributor routes in Harlow, including A414, A1025 Second Avenue, A1025 Third Avenue and Velizy Avenue.

10.4.2 Figure 10-8 shows the locations of the junctions identified as the worst for turn delay in the 2021 NTEM scenario with the scheme. Each junction has an individual ID and can also be found in Table 10-4, which displays the impact of the scheme upon these junctions.

Figure 10-8 : Location of Worst Junctions for delay in the NTEM 2021 DS Models



10.4.3 The junctions shown below are in the same order as in the Table 9-5, therefore the junctions at the top of the list are those that suffer the worst turn delay in the Do-Minimum situation in 2021.

10.4.4 The key observations from the below values are that:

- The performance of the Lower Nazeing junction is improved with the inclusion of M11 J7a scheme, with greater improvements in the in the AM than in the PM;
- Junctions in Epping experience very minor changes between the DM and DS simulations;
- The following junctions within Harlow and Sawbridgeworth areas experience a significant improvement following the inclusion of the M11 J7a scheme:
  - Second avenue / Howard Way Roundabout, Harlow;
  - Clocktower Roundabout, Harlow;
  - A414 London Road Hamburger Roundabout, Harlow; and
  - A1184 / West Road / Station Road Junction, Sawbridgeworth;
- Conversely there a number of junctions, all of which are in Harlow, where turn delay significantly increases as a result of the introduction of the new motorway junction, these are as follows:
  - A414 London Road / B183 Gilden Way Roundabout, Harlow;

- A1019 Velizy Avenue / First Avenue Roundabout, Harlow;
- Third Avenue / Abercrombie Way Signals, Harlow;
- Howard Way / First Avenue, Harlow; and
- Third Avenue / Haydens Road Roundabout, Harlow

10.4.5 The A414 London Road / B183 Gilden Way Roundabout junction, which is in close proximity to the scheme experience the largest increase in delays as a result of the M11 J7a scheme, with turn delay rising by more than two and a half minutes in the AM peak.

10.4.6 Overall the scheme appears to have a positive impact, in particular relieving some junctions on roads where traffic has been re-routed away from them.

10.4.7 The M11 J7a increases strain at junctions in Harlow particularly along some of the key routes, such as the A414 corridor and First Avenue, that are already suffering from high levels of turn delay, particularly in the AM.

Table 10-4 : Impact of the scheme upon the top 20 worst junctions in NTEM DM 2021

ID	Location	Sum of turn delay (minutes)					
		AM		PM		Difference	
		DM	DS	DM	DS	AM	PM
A	Lower Nazeing Signals	11.32	10.72	8.17	7.84	-0.60	-0.33
D	Burnt Mill Roundabout, Harlow	12.19	11.85	4.31	6.2	-0.34	1.89
B	High Road / Theydon Road Signals, Epping	4.67	4.55	4.48	4.31	-0.12	-0.17
J	A414 London Road / B183 Gilden Way Roundabout, Harlow	4.94	8.98	3.88	4.59	4.04	0.71
C	Second Avenue / Howard Way Roundabout, Harlow	4.51	4.01	3.66	2.55	-0.50	-1.11
V	A1019 Velizy Avenue / First Avenue Roundabout, Harlow	4.05	5.66	3.35	3.77	1.61	0.42
I	Crowngate Junction, Harlow	3.27	3.08	3.42	3.48	-0.19	0.06
G	Clocktower Roundabout, Harlow	3.31	1.33	2.63	2.39	-1.98	-0.24
E	Third Avenue / Abercrombie Way Signals, Harlow	2.98	3.22	2.05	2.27	0.24	0.22
Q	Howard Way / First Avenue, Harlow	4.04	4.3	1.76	2.65	0.26	0.89
H	Thornwood Road / The Plain Signals, Epping	2.17	2.18	2.86	2.29	0.01	-0.57
AA	A1184 / West Road / Station Road Junction, Sawbridgeworth	2.2	1.38	1.86	1.64	-0.82	-0.22
N-1	A414 London Road Hamburger Roundabout (southern signals)	2.24	1.94	1.78	1.49	-0.30	-0.29
T	Third Avenue / Haydens Road Roundabout, Harlow	1.93	2.59	1.51	1.96	0.66	0.45
F	A1169 Elizabeth Way / A1025 Third Avenue Roundabout (The Pinnacles)	7.36	7.35	-	-	-0.01	-
AF	A1169 Elizabeth Way / Fourth Avenue, The Pinnacles	4.11	3.91	-	-	-0.20	-
Z	A1025 Third Avenue / Three Horseshoes Road, Harlow	2.51	0	-	-	-2.51	-
M	A1184 Harlow Road / Hand Lane, Sawbridgeworth	2.13	1.83	-	-	-0.30	-
S	Southern Way / Partidge Road, Harlow	1.94	2.14	-	-	0.20	-
AC	A120 / A1250 Dunmow Road, Bishop's Stortford	1.84	2.01	-	-	0.17	-

10.4.8 Figure 10-9 and Figure 10-10 found in this section of the report are for the AM peak and PM peak hours respectively, and show the difference in delays between the Do-Minimum and Do-Something networks. Thus, demonstrating the impact of the M11 J7a scheme upon congestion in the surrounding area. Plots for the inter-peak can be found in Appendix I.

10.4.9 Note that the magnitude of delay is represented by the width of the bars, and not by their length. The length is only representative of the length of the coded link and not the extent of queuing or delay.

10.4.10 The measure of delay used for these plots considers the maximum turn delay (in seconds) on each arm of every junction that is coded within the model. The maximum turn delay refers to the worst turn on that arm. The delay for each turn is calculated as an average turn delay for vehicles across the whole hour period being assessed. Within VISUM the maximum turn delay for arms must be displayed for a specific user class, it is not calculated across all classes. Consequently, it was decided to select Car Commute (CC). Checks were carried out to ensure that there was not a large variation between user classes and it was found that the variation was usually zero and always negligible.

10.4.11 The green link bars represent a decrease in delay for this link, which represents an arm of the junction it goes in to. Conversely red link bars display locations where there is an increase in delay. All delay values are in seconds.

10.4.12 Only links with a difference over 30 seconds are displayed. Any changes smaller than this are not included in these plots.

10.4.13 The area covered within the plots include the entire detailed modelled area as well as some additional network to the east and the west.

10.4.14 The figures below show some significant increases and decreases in delay associated with the introduction of a new junction on the M11 in 2021. All observed changes are deemed logical, especially when examined alongside the observations on traffic flow difference. An explanation of each significant change in 2021 is provided below:

- There are decreases in turn delay affecting links between Bishop's Stortford / Stansted Airport and Harlow. These links represent some well used alternative routes to the M11 between these locations, a reduction in traffic on these routes as result of re-routing onto the M11 has led to significant improvements with regards delay. This is particularly evident along Sawbridgeworth Road, west of Hatfield Heath and B183 Station Road, south of Takeley.
- The A1184 Road is recognised to be the main route for traffic along the Harlow – Bishop's Stortford corridor. This road sees a marked decrease in turn delay for traffic joining the A414 and B183 as result of the scheme for the same reasons as above.
- There are some minor increases in delay along B183 Gilden Way and First Avenue as a consequence of the scheme, and resulting from additional traffic in these locations.

Figure 10-9 : Turn Delay Difference between NTEM DM and DS models for 2021 – AM

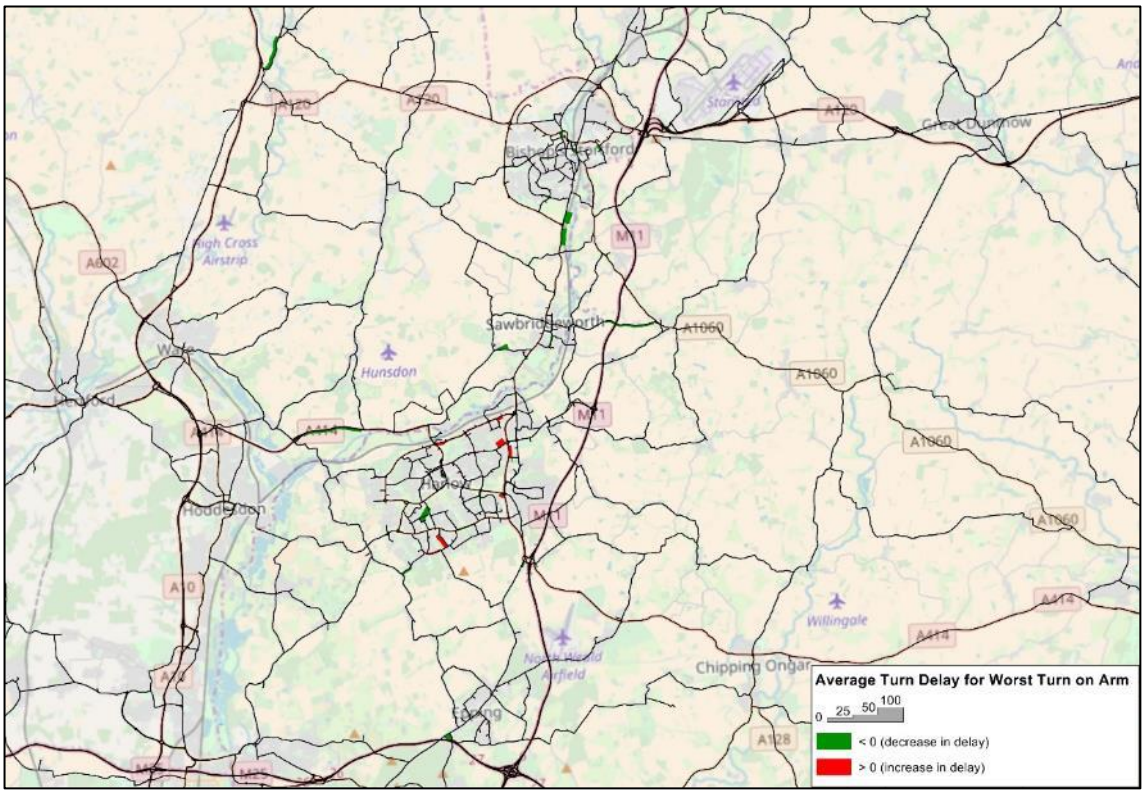
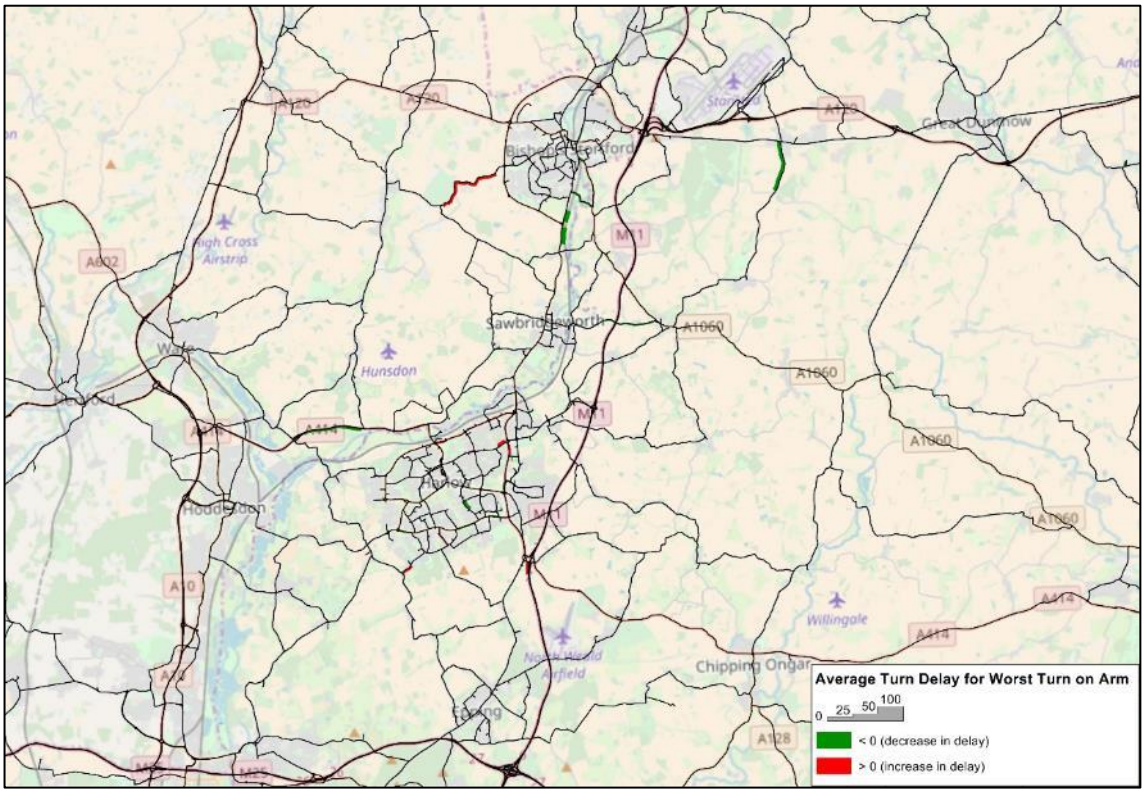


Figure 10-10 : Turn Delay Difference between NTEM DM and DS models for 2021 - PM



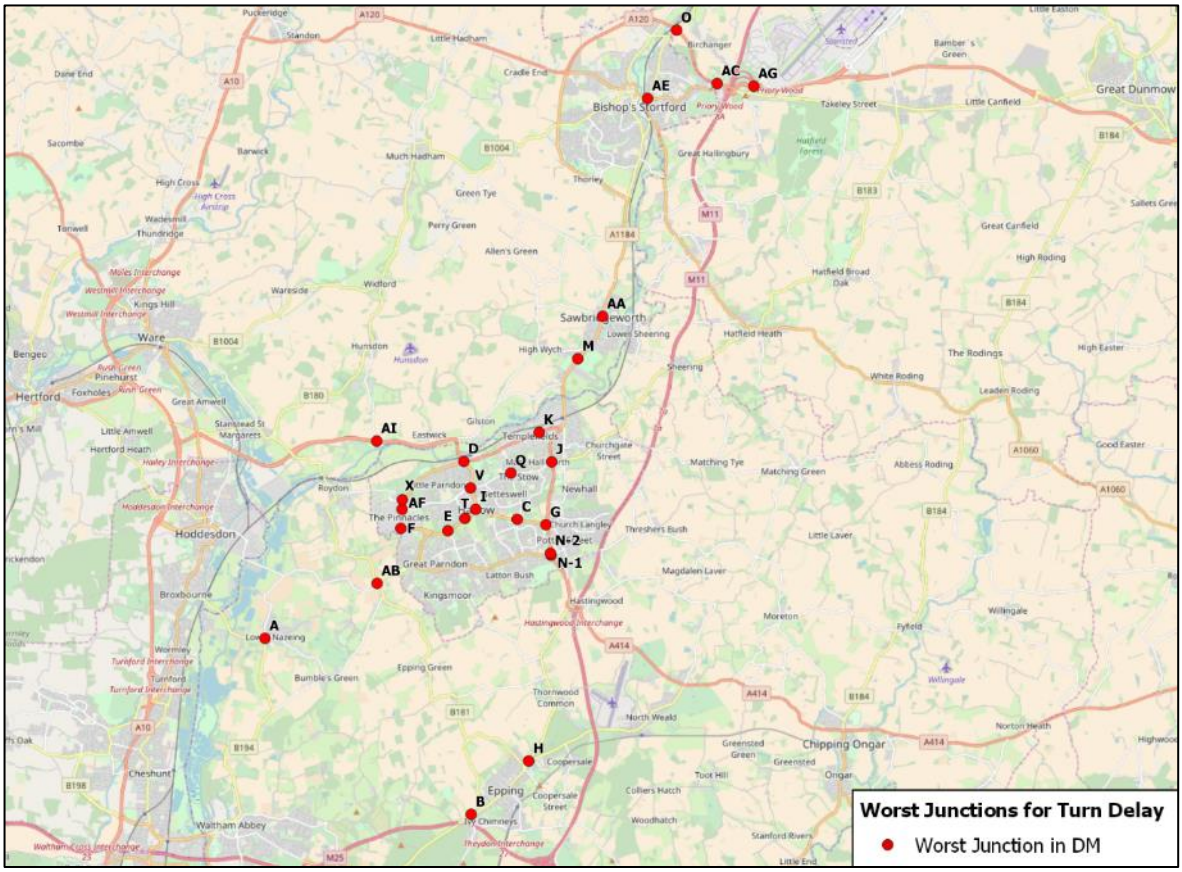
10.5 Impacts upon Delay from the M11 J7a Scheme in 2036 for NTEM scenario

10.5.1 Section 9.6 describes the location of turn delay and capacity constraint across the detailed modelled area for the NTEM scenario in 2036, but without the scheme. The principle areas highlighted as congested were as follows:

- Lower Nazeing and Epping signalised junctions; and
- Key distributor routes in Harlow, including A414, A1025 Second Avenue, A1025 Third Avenue and Velizy Avenue.

10.5.2 Figure 10-11 shows the locations of the junctions identified as the worst for turn delay in 2036. Each junction has an individual ID and can also be found in Table 10-5, which displays the impact of the scheme upon these junctions.

Figure 10-11 : Location of Worst Junctions for delay in the NTEM 2036 DM Models



10.5.3 The junctions shown below are in the same order as in the Table 9-6, therefore the junctions at the top of the list are those that suffer the worst turn delay in the Do-Minimum situation in 2036.

10.5.4 The key observations from the below values are that:

- The signalised junctions in Epping are not significantly affected by the scheme in the AM, however there is an increase in turn delay during the PM;
- The signalised junction in Nazeing sees diverse impacts from M11 J7a with an improvement in the AM and an increase in delay in the PM;
- The A414 London Road / B183 Gilden Way Roundabout junction, which is in close proximity to the scheme sees delays increase the most as a result of the M11 J7a, with turn delay rising almost two minutes in the AM peak.

- Within Harlow, Sawbridgeworth and Bishop Stortford junctions that see an improvement from the M11 J7a scheme are as follows:
  - Clocktower Roundabout, Harlow;
  - A1169 Elizabeth Way / Fourth Avenue, The Pinnacles;
  - Third Avenue / Abercrombie Way Signals, Harlow;
  - B181 Epping Road / B1133 Water Lane, Broadly Common;
  - A414 London Road Hamburger Roundabout (southern signals), Harlow;
  - A1169 Elizabeth Way / A1025 Third Avenue Roundabout, The Pinnacles;
  - A1250 /A1060 Bishop's Stortford Cross, Bishop's Stortford;
  - Priory Wood Roundabout, Stansted Airport;
  - A414 Eastwick Road / Church Lane, Harlow;
  - A120 / A1250 Dunmow Road, Bishop's Stortford;
  - A120 Bishop's Stortford Ring Road / B1383 Stansted Road Roundabout, Bishop's Stortford;
  - A414 London Road Hamburger Roundabout (northern signals), Harlow;
  - A1184 Harlow Road / Hand Lane, Sawbridgeworth; and
  - Third Avenue / Haydens Road Roundabout, Harlow
- Conversely there is a number of junctions, all of which are in Harlow and Sawbridgeworth, where turn delay increases as a result of the introduction of the new motorway junction, this occurs at:
  - Crowngate Junction, Harlow;
  - A414 Edinburgh Way / East Road Signals, Harlow; and
  - A1184 / West Road / Station Road Junction, Sawbridgeworth
- The Priory Wood Roundabout near Stansted Airport on the A120 also experiences improvements as a result of the scheme.

10.5.5 Overall the scheme appears to have some positive impacts across some of the junctions that are severely congested in the Do-Minimum 2036 models in the PM peak period. There are, however many more junctions which are negatively affected, these are centred in the vicinity of the scheme.

Table 10-5 : Impact of the scheme upon the top 20 worst junctions in NTEM DM 2036

ID	Location	Sum of turn delay (minutes)					
		AM		PM		Difference	
		DM	DS	DM	DS	AM	PM
D	Burnt Mill Roundabout, Harlow	20.04	19.22	5.13	6.35	-0.82	1.22
J	A414 London Road / B183 Gilden Way Roundabout, Harlow	8.84	10.8	5.02	4.75	1.96	-0.27
C	Second Avenue / Howard Way Roundabout, Harlow	5.73	5.68	4.14	4.17	-0.05	0.03
G	Clocktower Roundabout, Harlow	5.61	4.29	3.9	2.43	-1.32	-1.47
AF	A1169 Elizabeth Way / Fourth Avenue, The Pinnacles	4.03	3.99	4.29	4.24	-0.04	-0.05
V	A1019 Velizy Avenue / First Avenue Roundabout, Harlow	5.81	5.75	2.98	3.49	-0.06	0.51
I	Crowngate Junction, Harlow	2.97	3.32	3.22	3.38	0.35	0.16
Q	Howard Way / First Avenue, Harlow	4.53	3.36	2.46	2.8	-1.17	0.34
E	Third Avenue / Abercrombie Way Signals, Harlow	3.57	3.36	2.74	2.48	-0.21	-0.26
AB	B181 Epping Road / B1133 Water Lane, Broadly Common	2.56	2.41	3.75	3.61	-0.15	-0.14

ID	Location	Sum of turn delay (minutes)					
		AM		PM		Difference	
		DM	DS	DM	DS	AM	PM
N-1	A414 London Road Hamburger Roundabout (southern signals)	3.19	2.61	2.34	1.75	-0.58	-0.59
K	A414 Edinburgh Way / East Road Signals, Harlow	2.96	3.04	2.18	2.32	0.08	0.14
F	A1169 Elizabeth Way / A1025 Third Avenue Roundabout (The Pinnacles)	8.75	8.7	-	-	-0.05	-
AE	A1250 /A1060 Bishop's Stortford Cross	7.63	4.58	-	-	-3.05	-
AG	Priory Wood Roundabout, Stansted Airport	3.83	2.8	-	-	-1.03	-
X	A1169 Elizabeth Way / Roydon Road, Harlow	-	-	3.21	3.25	-	0.04
AI	A414 Eastwick Road / Church Lane, Harlow	-	-	3.08	3.05	-	-0.03
AC	A120 / A1250 Dunmow Road, Bishop's Stortford	2.79	2.7	-	-	-0.09	-
O	A120 Bishop's Stortford Ring Road / B1383 Stansted Road Roundabout, Bishop's Stortford	2.63	1.74	-	-	-0.89	-
N-2	A414 London Road Hamburger Roundabout (northern signals)	-	-	2.6	2.19	-	-0.41
M	A1184 Harlow Road / Hand Lane, Sawbridgeworth	2.54	2.41	-	-	-0.13	-
T	Third Avenue / Haydens Road Roundabout, Harlow	-	-	2.33	2.22	-	-0.11
AA	A1184 / West Road / Station Road Junction, Sawbridgeworth	-	-	1.87	2.34	-	0.47
D	Burnt Mill Roundabout, Harlow	20.04	19.22	5.13	6.35	-0.82	1.22
J	A414 London Road / B183 Gilden Way Roundabout, Harlow	8.84	10.8	5.02	4.75	1.96	-0.27
C	Second Avenue / Howard Way Roundabout, Harlow	5.73	5.68	4.14	4.17	-0.05	0.03

10.5.6 Figure 10-12 and Figure 10-13 below are for the AM peak and PM peak hours respectively for 2036, and show the difference in delays between the DM and DS networks. Plots for the IP can be found in Appendix I.

10.5.7 Note that the magnitude of delay is represented by the width of the bars, and not by their length. The length is only representative of the length of the coded link and not the extent of queuing or delay.

10.5.8 The changes for most of the network are similar to 2021, as detailed in Section 0.

10.5.9 There are no major differences in the patterns of delay change observed for 2036 compared to 2021. However, where there are decreases in 2021 the decreases appear to be larger in 2036, and likewise with delay increases. This is likely to be because the volumes of traffic in the 2036 forecast year are significantly higher than in the modelled 2021 situation, therefore producing more delay.

10.5.10 There are no locations at which the trends are significantly different between the 2021 and 2036 analysis.

Figure 10-12 : Turn Delay Difference between DM and DS models for NTEM 2036 – AM

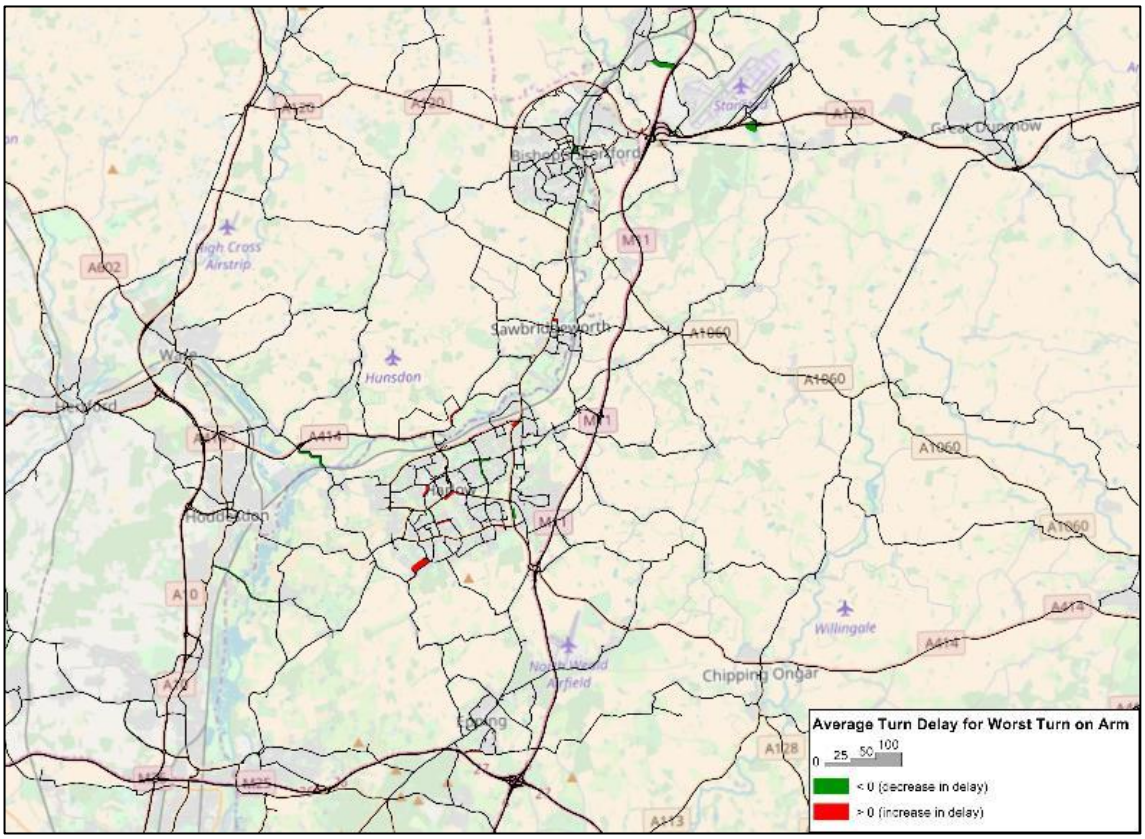
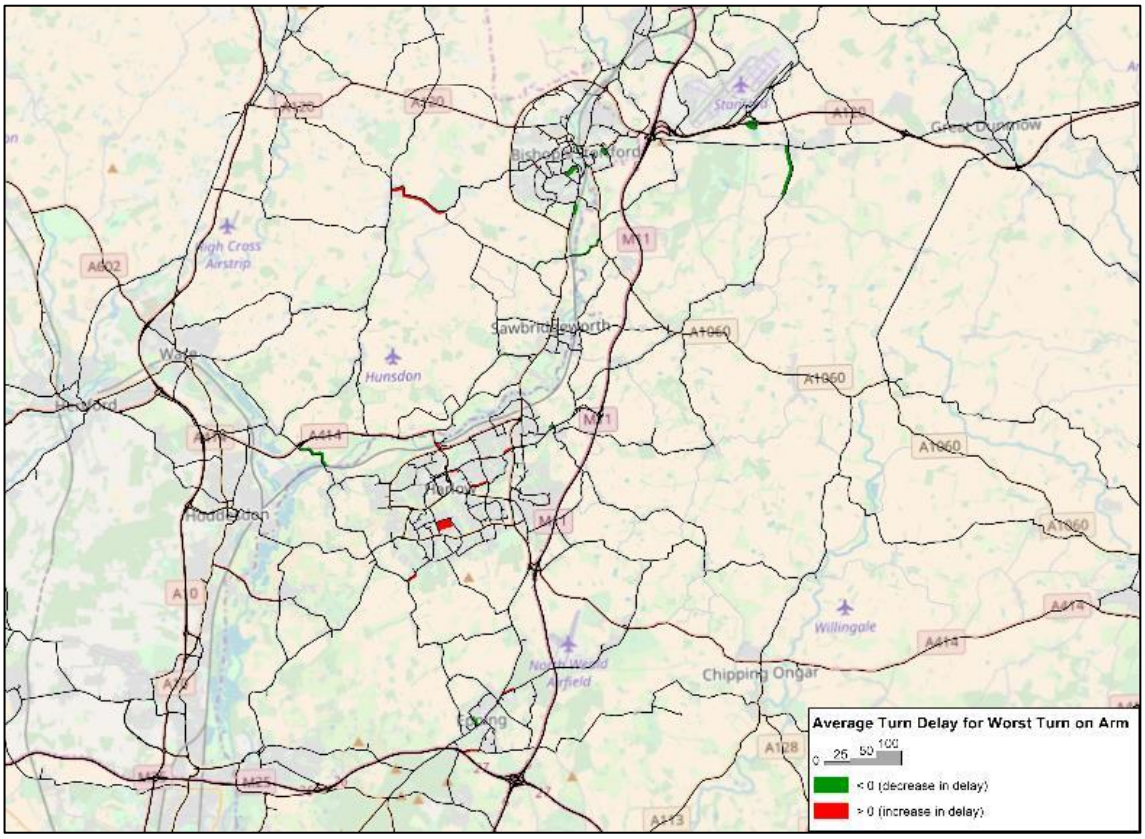


Figure 10-13 : Turn Delay Difference between DM and DS models for NTEM 2036 - PM



10.6 Impacts upon Delay from the M11 J7a Scheme in 2051 for NTEM scenario

10.6.1 Section 0 describes the location of turn delay and capacity constraint across the detailed modelled area for the NTEM scenario in 2051, but without the scheme. The principle areas highlighted as congested were as follows:

- Lower Nazeing and Epping signalised junctions; and
- Key distributor routes in Harlow, including A414, A1025 Second Avenue, A1025 Third Avenue and Velizy Avenue.

10.6.2 Figure 10-14 shows the locations of the junctions identified as the worst for turn delay in 2051. Each junction has an individual ID and can also be found in The junctions shown below are in the same order as in the Table 9-7, therefore the junctions at the top of the list are those that suffer the worst turn delay in the Do-Minimum situation in 2051.

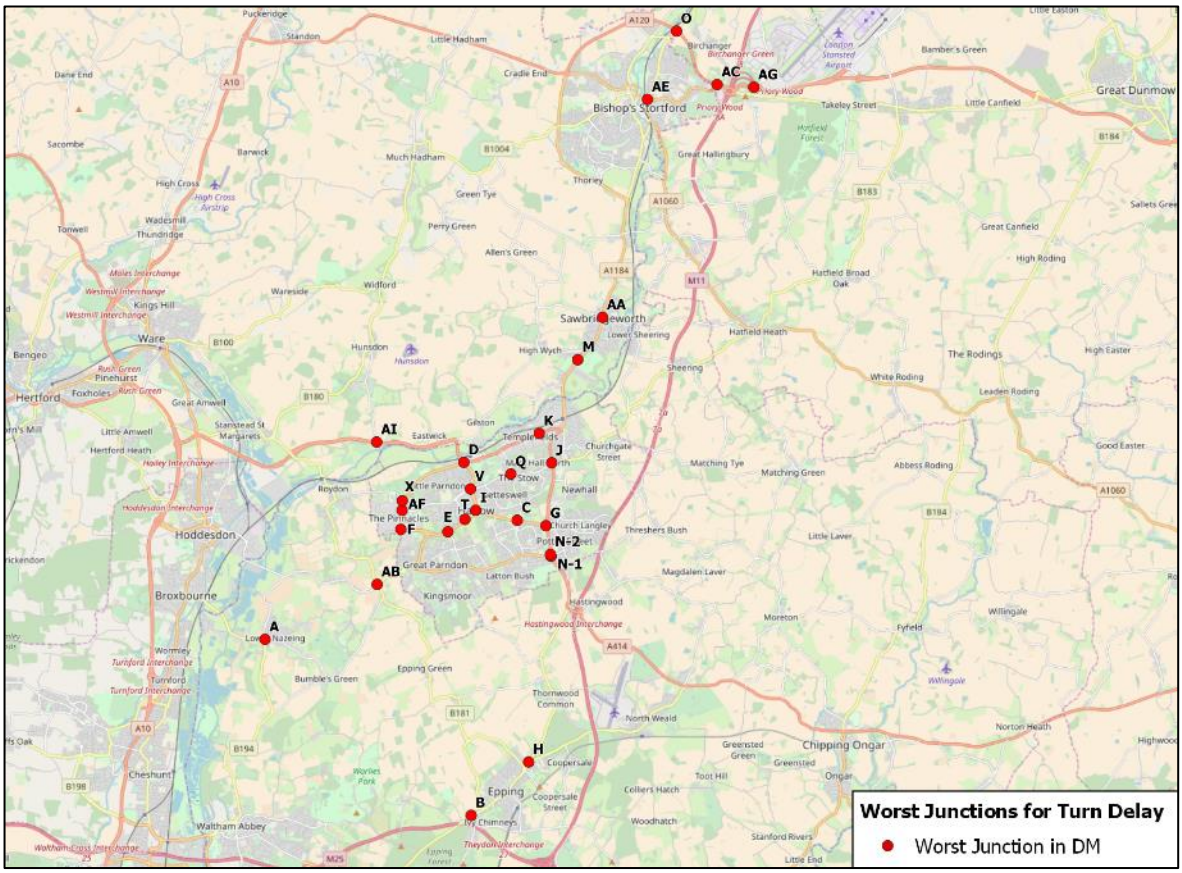
10.6.3 The key observations from the below values are that:

10.6.4 The signalised junctions in Epping are not significantly affected by the scheme in the AM, however there is an increase in turn delay during the PM;

- The signalised junction in Nazeing sees diverse impacts from M11 J7a with an increase in the AM and an improvement in delay in the PM;
- The Burnt Mill Roundabout junction, sees delays increase the most as a result of the M11 J7a, with turn delay rising more than 9 minutes in the AM peak and 2 minutes in the PM peak.
- Within Harlow, Sawbridgeworth and Bishop Stortford junctions that see an improvement from the M11 J7a scheme are as follows:
- A1250 /A1060 Bishop's Stortford Cross, Bishop’s Stortford;
- A120 Bishop's Stortford Ring Road / B1383 Stansted Road Roundabout, Bishop's Stortford;
- A414 Eastwick Road / Church Lane, Harlow; and
- A414 London Road Hamburger Roundabout (northern signals), Harlow
- Conversely there is a number of junctions, all of which are in Harlow and Sawbridgeworth, where turn delay increases as a result of the introduction of the new motorway junction, this occurs at:
- Burn Mill Roundabout, Harlow;
- Second Avenue / Howard Way Roundabout, Harlow;
- A1169 Elizabeth Way / A1025 Third Avenue Roundabout (The Pinnacles), Harlow;
    - B181 Epping Road / B1133 Water Lane, Broadly Common, Harlow;
    - Third Avenue / Haydens Road Roundabout, Harlow;
    - Priory Wood Roundabout, Stansted Airport;
    - Crowngate Junction, Harlow;
    - A414 Edinburgh Way / East Road Signals, Harlow;
    - Howard Way / First Avenue, Harlow;
    - A1169 Elizabeth Way / Roydon Road, Harlow; and
- Thornwood Road / The Plain Signals, Epping Forest
- Overall the scheme appears to have some positive impacts across some of the junctions that are severely congested in the Do-Minimum 2051 models. There are, however many more junctions which are negatively affected, these are centred in the vicinity of the scheme.

10.6.5 Table 10-6, which displays the impact of the scheme upon these junctions.

Figure 10-14 : Location of Worst Junctions for delay in the NTEM 2051 DM Models



10.6.6 The junctions shown below are in the same order as in the Table 9-7, therefore the junctions at the top of the list are those that suffer the worst turn delay in the Do-Minimum situation in 2051.

10.6.7 The key observations from the below values are that:

- The signalised junctions in Epping are not significantly affected by the scheme in the AM, however there is an increase in turn delay during the PM;
- The signalised junction in Nazeing sees diverse impacts from M11 J7a with an increase in the AM and an improvement in delay in the PM;
- The Burnt Mill Roundabout junction, sees delays increase the most as a result of the M11 J7a, with turn delay rising more than 9 minutes in the AM peak and 2 minutes in the PM peak.
- Within Harlow, Sawbridgeworth and Bishop Stortford junctions that see an improvement from the M11 J7a scheme are as follows:
  - A1250 /A1060 Bishop's Stortford Cross, Bishop’s Stortford;
  - A120 Bishop's Stortford Ring Road / B1383 Stansted Road Roundabout, Bishop's Stortford;
  - A414 Eastwick Road / Church Lane, Harlow; and
  - A414 London Road Hamburger Roundabout (northern signals), Harlow
- Conversely there is a number of junctions, all of which are in Harlow and Sawbridgeworth, where turn delay increases as a result of the introduction of the new motorway junction, this occurs at:
  - Burn Mill Roundabout, Harlow;
  - Second Avenue / Howard Way Roundabout, Harlow;
  - A1169 Elizabeth Way / A1025 Third Avenue Roundabout (The Pinnacles), Harlow;

- B181 Epping Road / B1133 Water Lane, Broadly Common, Harlow;
- Third Avenue / Haydens Road Roundabout, Harlow;
- Priory Wood Roundabout, Stansted Airport;
- Crowngate Junction, Harlow;
- A414 Edinburgh Way / East Road Signals, Harlow;
- Howard Way / First Avenue, Harlow;
- A1169 Elizabeth Way / Roydon Road, Harlow; and
- Thornwood Road / The Plain Signals, Epping Forest

10.6.8 Overall the scheme appears to have some positive impacts across some of the junctions that are severely congested in the Do-Minimum 2051 models. There are, however many more junctions which are negatively affected, these are centred in the vicinity of the scheme.

Table 10-6 : Impact of the scheme upon the top 20 worst junctions in NTEM DM 2036

ID	Location	Sum of turn delay (minutes)					
		AM		PM		Difference	
		DM	DS	DM	DS	AM	PM
D	Burnt Mill Roundabout, Harlow	20.04	29.19	5.13	7.6	9.15	2.47
J	A414 London Road / B183 Gilden Way Roundabout, Harlow	8.84	11.23	5.02	4.89	2.39	-0.13
A	Lower Nazeing Signals	10.75	12.88	7.72	6.77	2.13	-0.95
G	Clocktower Roundabout, Harlow	5.61	7.24	3.9	3.1	1.63	-0.80
AE	A1250 /A1060 Bishop's Stortford Cross	7.63	4.75	-	-	-2.88	-
C	Second Avenue / Howard Way Roundabout, Harlow	5.73	7.94	4.14	4.46	2.21	0.32
B	High Road / Theydon Road Signals, Epping	5.18	5.12	3.9	4.16	-0.06	0.26
F	A1169 Elizabeth Way / A1025 Third Avenue Roundabout (The Pinnacles)	8.75	9.69	-	-	0.94	-
V	A1019 Velizy Avenue / First Avenue Roundabout, Harlow	5.81	5.42	2.98	4.1	-0.39	1.12
AF	A1169 Elizabeth Way / Fourth Avenue, The Pinnacles	4.03	3.97	4.29	4.37	-0.06	0.08
AB	B181 Epping Road / B1133 Water Lane, Broadly Common	2.56	3.03	3.75	4.42	0.47	0.67
T	Third Avenue / Haydens Road Roundabout, Harlow	-	-	2.33	2.63	-	0.30
AG	Priory Wood Roundabout, Stansted Airport	3.83	3.91	-	-	0.08	-
E	Third Avenue / Abercrombie Way Signals, Harlow	3.57	3.65	2.74	2.53	0.08	-0.21
I	Crowngate Junction, Harlow	2.97	3.29	3.22	3.42	0.32	0.20
Q	Howard Way / First Avenue, Harlow	4.53	4.94	2.46	3.06	0.41	0.60
N-1	A414 London Road Hamburger Roundabout (southern signals)	3.19	3.8	2.34	1.99	0.61	-0.35
K	A414 Edinburgh Way / East Road Signals, Harlow	2.96	3.2	2.18	2.51	0.24	0.33
O	A120 Bishop's Stortford Ring Road / B1383 Stansted Road Roundabout, Bishop's Stortford	2.63	2.29	-	-	-0.34	-
X	A1169 Elizabeth Way / Roydon Road, Harlow	-	-	3.21	3.66	-	0.45
H	Thornwood Road / The Plain Signals, Epping	-	-	2.97	3.4	-	0.43
AI	A414 Eastwick Road / Church Lane, Harlow	-	-	3.08	3.05	-	-0.03
N-2	A414 London Road Hamburger Roundabout (northern signals)	-	-	2.6	2.24	-	-0.36
N-1	A414 London Road Hamburger Roundabout (southern signals)	3.19	3.8	2.34	1.99	0.61	-0.35

10.6.9 Figure 10-15 and Figure 10-16 below are for the AM peak and PM peak hours respectively for 2051 and show the difference in delays between the DM and DS networks. Plots for the IP can be found in Appendix I.

10.6.10 The changes for most of the network are similar to 2021 and 2036, as detailed in Sections 9.5 and 9.6.

10.6.11 There are no major differences in the patterns of delay change observed for 2051 compared to 2036. However, where there are decreases in 2036 the decreases appear to be larger in 2051, and likewise with delay increases. This is likely to be because the volumes of traffic in the 2051 forecast year are significantly higher than in the modelled 2036 situation, therefore producing more delay.

10.6.12 There are no locations at which the trends are significantly different between the 2036 and 2051 analysis.

Figure 10-15 : Turn Delay Difference between DM and DS models for NTEM 2051 – AM

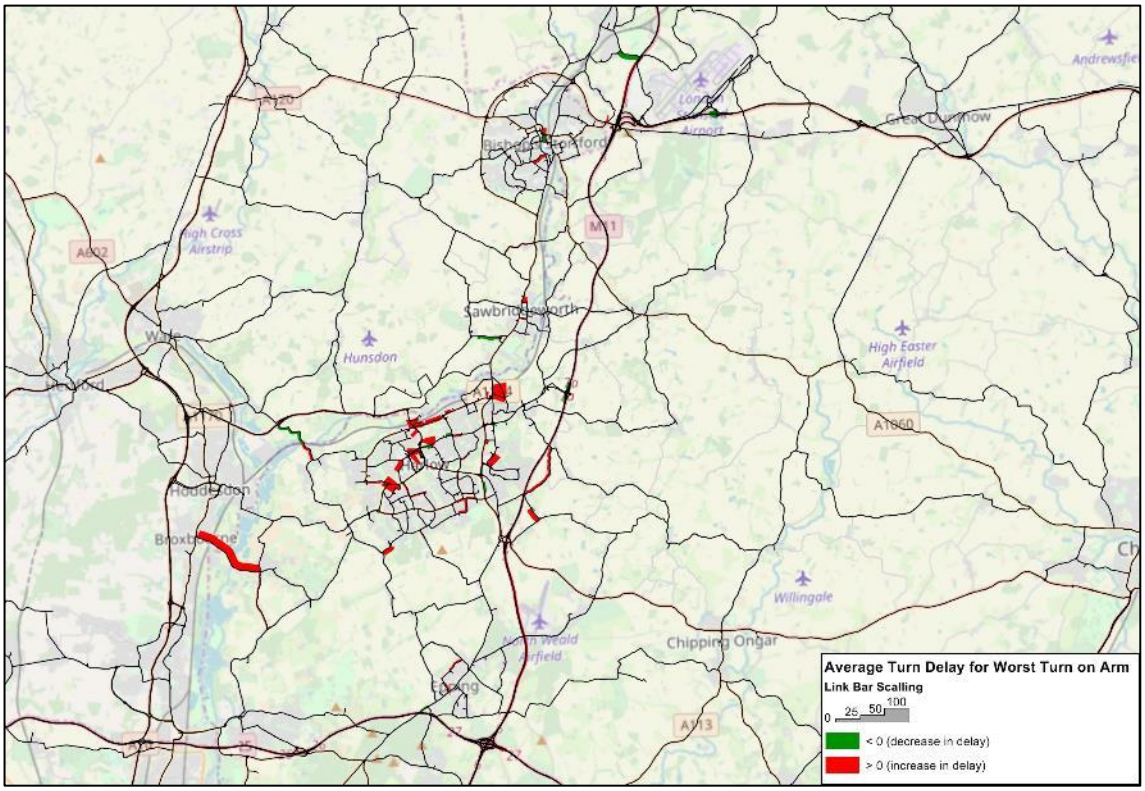
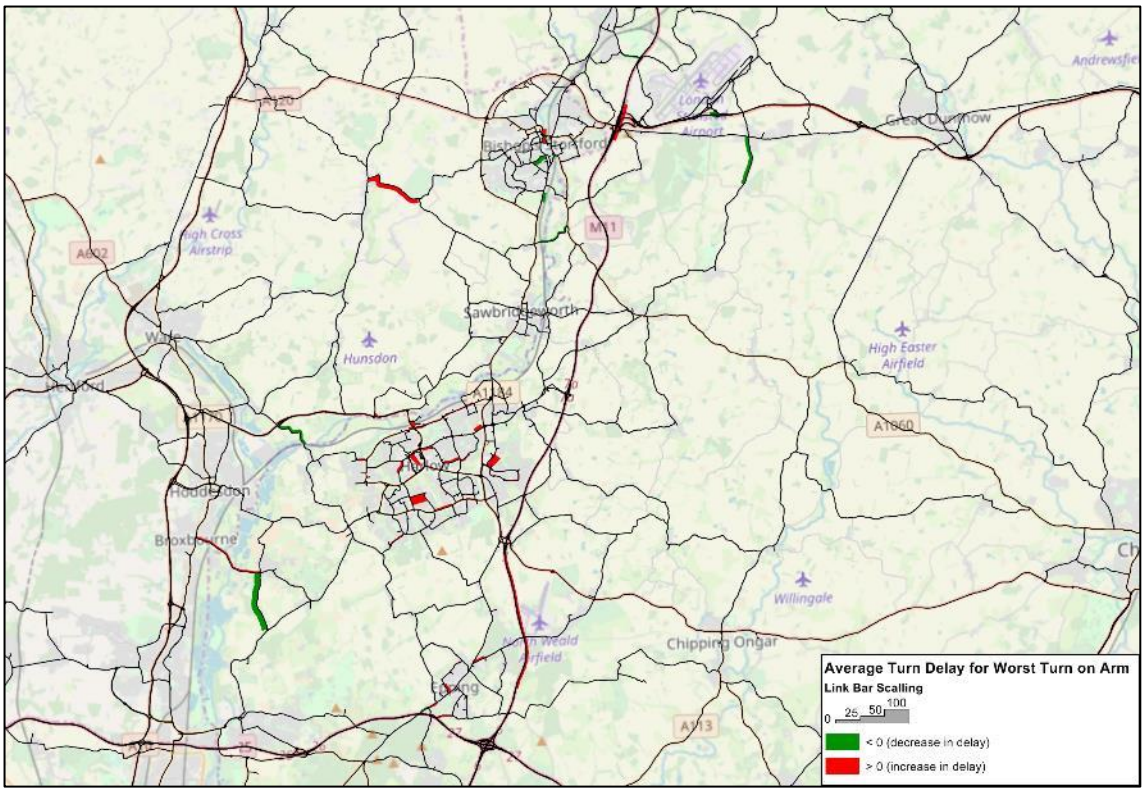


Figure 10-16 : Turn Delay Difference between DM and DS models for NTEM 2051 - PM



11. Forecast Model Output – Medium Scenario

11.1 Flow Changes between the Base Year and 2021 for Medium Growth

11.1.1 The increases in traffic flows expected in 2021 are illustrated in the plots below. In the plots, the increase in flow is shown as red bands, and green bands indicate flow reductions that occur in the forecast year. All difference plots are produced by analysing total vehicle flows, which includes all five user classes.

11.1.2 The plots below in Figure 11-1 and Figure 11-2 are for the AM peak and PM peak respectively. The area shown covers the entire detailed modelled area as well as some additional network to the east and the west. Plots, which are zoomed to provide better detail of changes, are also provided in Appendix H for all three time periods.

11.1.3 The images show a general increase in traffic across the area covered by the M11 J7a Model; this is particularly evident on the Strategic Road Network (SRN).

11.1.4 In Harlow, there are significant increases in traffic around key growth sites such as the committed developments at Harlowbury, New Hall and Eastwick. The extra trips produced by these developments leads to significant traffic growth along key routes, for example the A414, B183 Gilden Way and roads leading into M11 J7.

11.1.5 In Bishop's Stortford noticeable increases in traffic flow is shown around the vicinity of the Bishop's Stortford North development site. The extra trips generated by this site, together with the new A120 Little Hadham bypass, contribute to increased flows on the A120 around the town, particularly leading into M11 J8.

11.1.6 There a large increase in traffic levels at Stansted Airport, which affects the road network around it, this is particularly evident during the AM peak.

11.1.7 Although across the network traffic flow generally increases, there are a number of locations at which flow reduces between 2014 and 2021, in most cases this is due to local network improvements resulting in routing changes. An example of such locations is Harlow town centre. There are some routing changes around the town centre which are likely to be as a result of planned local junction improvements that have been modelled.

Figure 11-1 : Traffic Flow Difference between Base 2014 and DM Medium 2021 models - AM

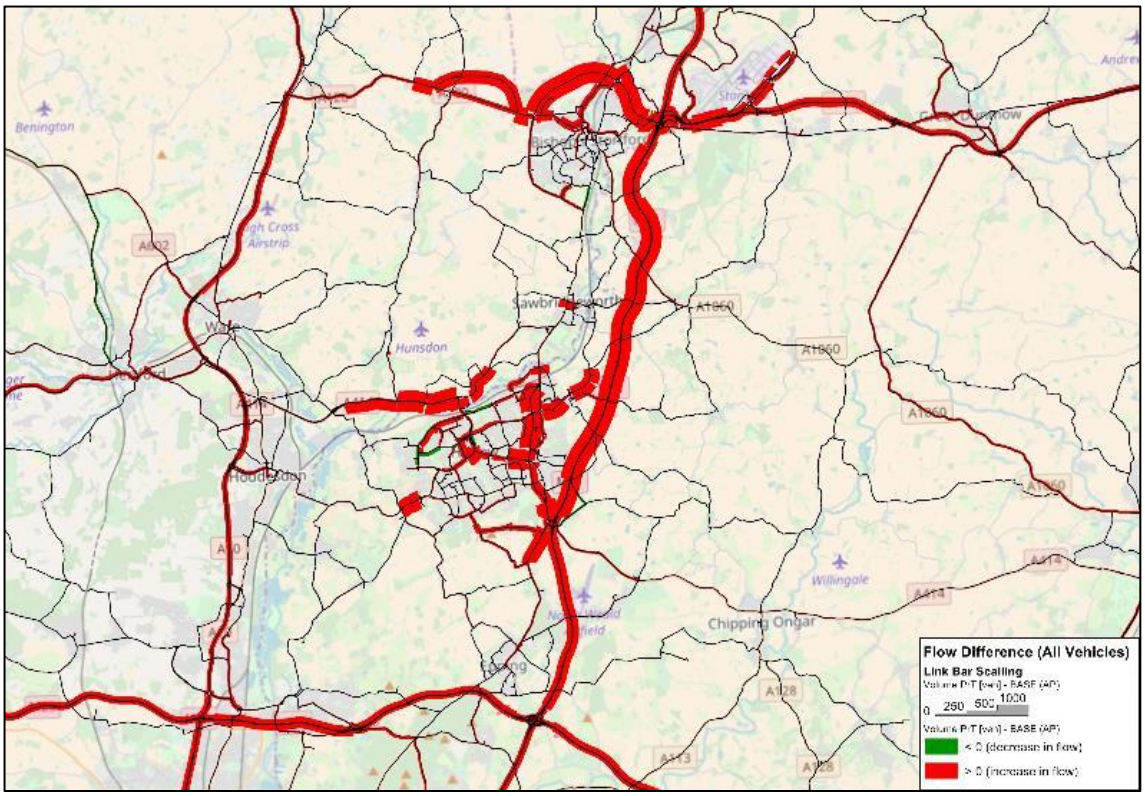
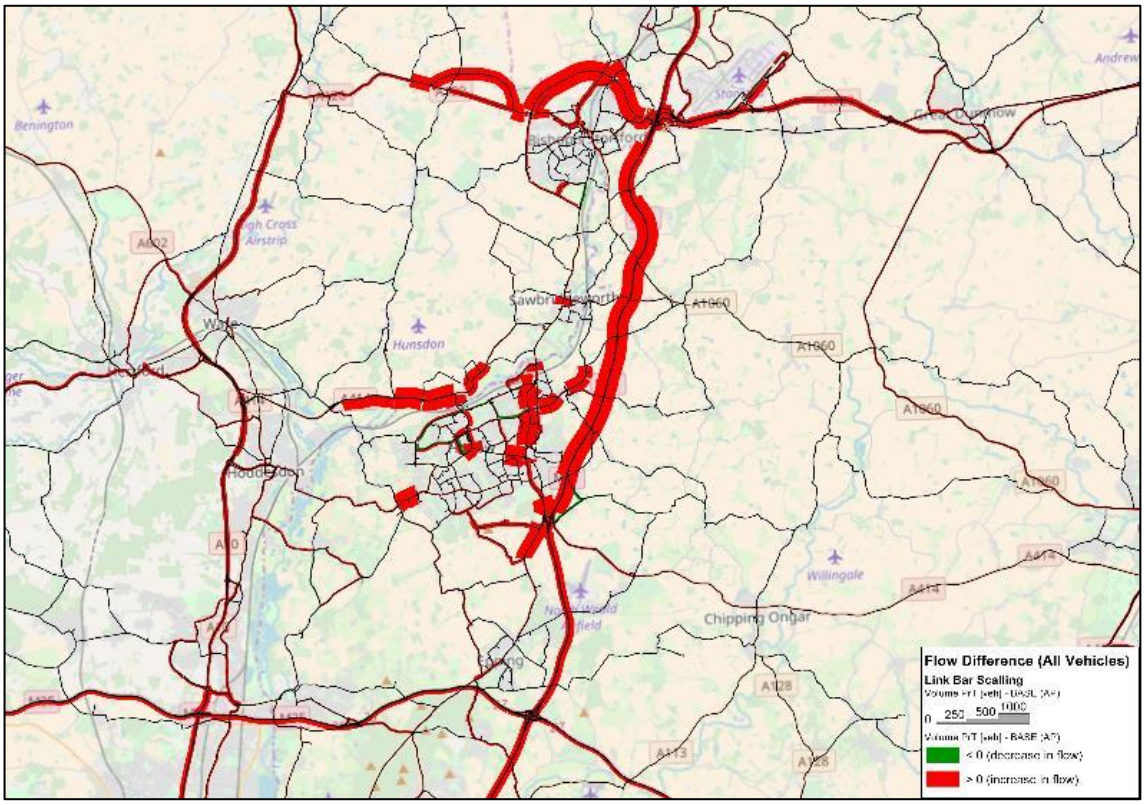
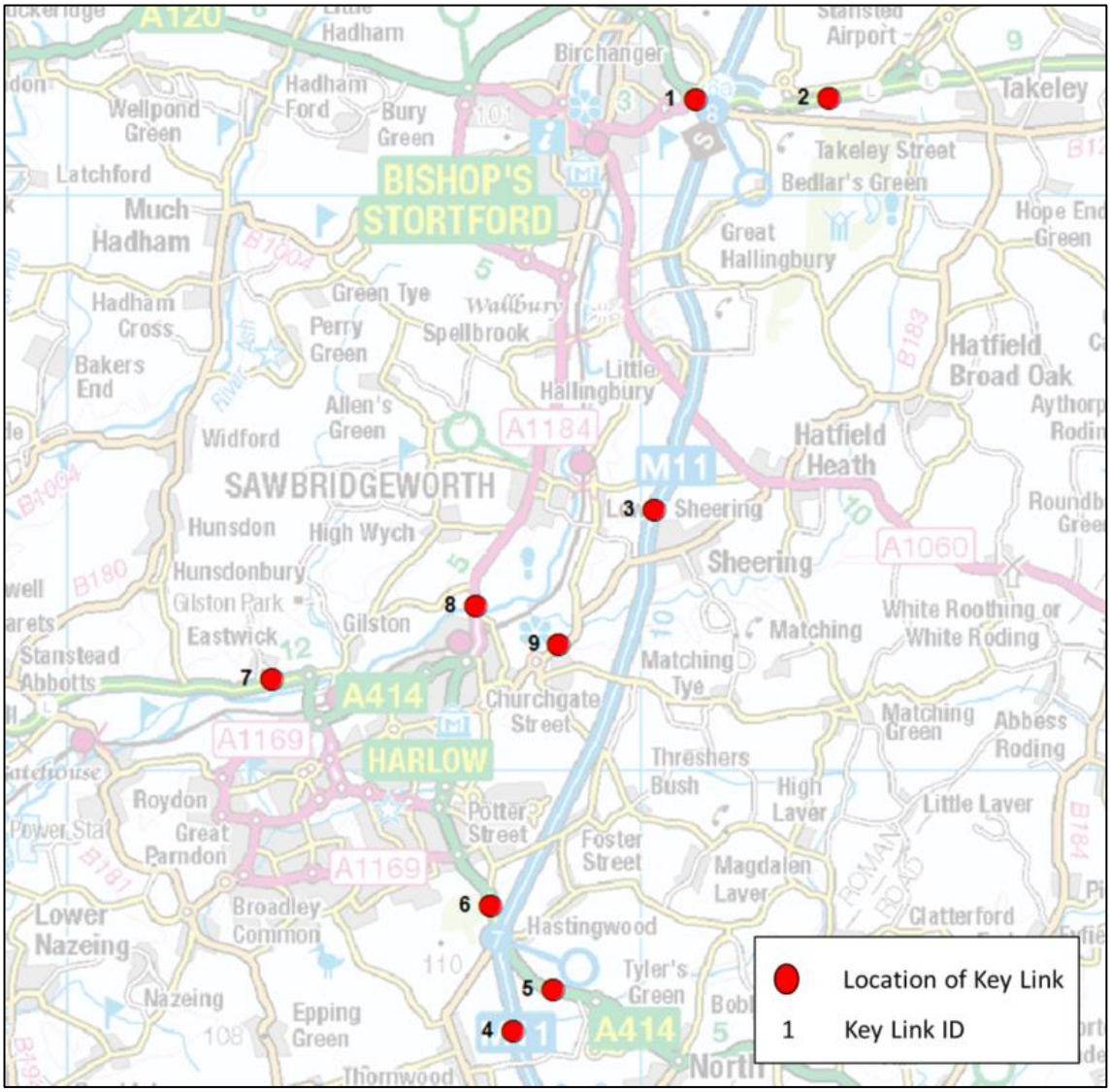


Figure 11-2 : Traffic Flow Difference between Base 2014 and DM Medium 2021 models - PM



11.1.8 Figure 11-3 displays links in the road network that are considered important, both for the local road network performance, as well as in relation to the M11 J7a scheme.

Figure 11-3 : Locations of Key Links for Traffic Flow Comparison – Base to Medium DM



11.1.9 The above links are examined on an individual basis for the AM and PM in Table 11-1. The table shows how 2-way total vehicle flows have changed between the Base and Do-Minimum 2021 situations.

11.1.10 Section 4.8 provides information on the growth in trips for each pre-VDM matrix produced for the Do-Minimum models. The overall growth in car trips in 2021 is 9% for the AM peak and 6% for the PM peak, for goods vehicles the number of trips increases to 16% and 17% in the AM and PM respectively.

11.1.11 Most of the links included in the analysis below show evidence of traffic growth higher than the total growth. This is particularly evident for the A120 and M11, which are key strategic links.

11.1.12 Site 8 has very low traffic growth with 5% growth in the AM and decrease 3% in the PM. This is at a location, which is known to be very congested and near capacity in the 2014 base situation. As such an increase in traffic here has been limited due to constraints associated with the capacity of this route.

11.1.13 Site 7 has growth 10% in the AM and no change in the PM. This location is likely to be subject to capacity constraints at locations that feed into this link; most notably the A414 between Eastwick Roundabout and Burnt Mill Roundabout is very congested at peak times and is often subject to significant queuing.

11.1.14 Site 9 has growth 4% in the AM and there is not variance in the PM. This location has a similar situation than Site 7 and 8, with likely capacity constraints in place and acting near capacity as this link feed Harlow from the East and gives access to Churchgate Street via Gilden Way/Sheering Road roundabout.

Table 11-1 : Key link traffic flows – Base and Medium 2021 DM Comparison

ID	Link Name	2-way Traffic Flow (All Vehicles)							
		Base		2021		Difference 2021 - Base		% Change from Base	
		AM	PM	AM	PM	AM	PM	AM	PM
1	A120, west of M11 J8	2869	2891	3915	3575	1047	684	36%	24%
2	A120, between M11 J8 and Stansted Airport	3995	4656	5631	5712	1636	1056	41%	23%
3	M11, north of J7	5566	6533	6836	7463	1270	930	23%	14%
4	M11, south of J7	6445	7778	7540	8524	1095	746	17%	10%
5	A414, east of M11 J7	1390	1221	1622	1430	232	210	17%	17%
6	A414, west of m11 J7	3690	4276	4643	4758	952	482	26%	11%
7	A414, west of Eastwick Roundabout	2056	2637	2262	2640	205	3	10%	0%
8	A1184 Cambridge Road, at the River Stort bridge	1566	1528	1645	1573	79	45	5%	3%
9	B183 Gilden Way, east of Harlowbury Rbt	1453	1420	1518	1427	65	7	4%	0%

11.2 Flow Changes between the Base Year and 2036 for Medium Growth

11.2.1 Similarly to 2021 the increases in traffic flows expected in 2036 are illustrated in the images below. The plots below in Figure 11-4 and Figure 11-5 are for the AM peak and PM peak respectively. As with 2021 additional plots are provided in Appendix H for all three time periods.

11.2.2 The images show a general increase in traffic across the area covered by the M11 J7a Model, as would be expected given the significantly higher levels of growth than within the 2021 models. The increase is again evident on the SRN, but is also high around the fringes of Harlow and Bishop's Stortford where large potential Local Plan housing developments are located.

11.2.3 In Harlow, the most obvious traffic increases are seen in the vicinity of the potential development sites that encircle the town, including Gilston Park, East Harlow and Latton Priory. The additional trips resulting from these developments lead to significant traffic growth across the local road network, particularly along routes such as the A414 linking to J7, B183 Gilden Way and the A414 along Gilston Park.

11.2.4 In Bishop's Stortford the largest increases in traffic flow are evident around Bishop's Stortford North and Bishop's Stortford South. The extra trips generated by these sites contribute to increased flows on the full length of the ring-road, particularly leading into M11 J8. There is also a noticeable increase in traffic flow along the A120 to the west of Bishop's Stortford.

11.2.5 Details of highway schemes that impact upon traffic levels is given above in Section 3.1. There are no further significant highway schemes between 2021 and 2036 that have large impacts upon traffic growth and local routing.

11.2.6 Although across the network traffic flow generally increases, there are a number of locations at which flow reduces between 2014 and 2036, in most cases this is due to local network improvements resulting in routing changes. An example of such locations is Harlow town centre and the A414 towards Hertford. There are some routing changes around the town centre which are likely to be as a result of planned local junction improvements that have been modelled.

Figure 11-4 : Traffic Flow Difference between Base 2014 and Medium DM 2036 models - AM

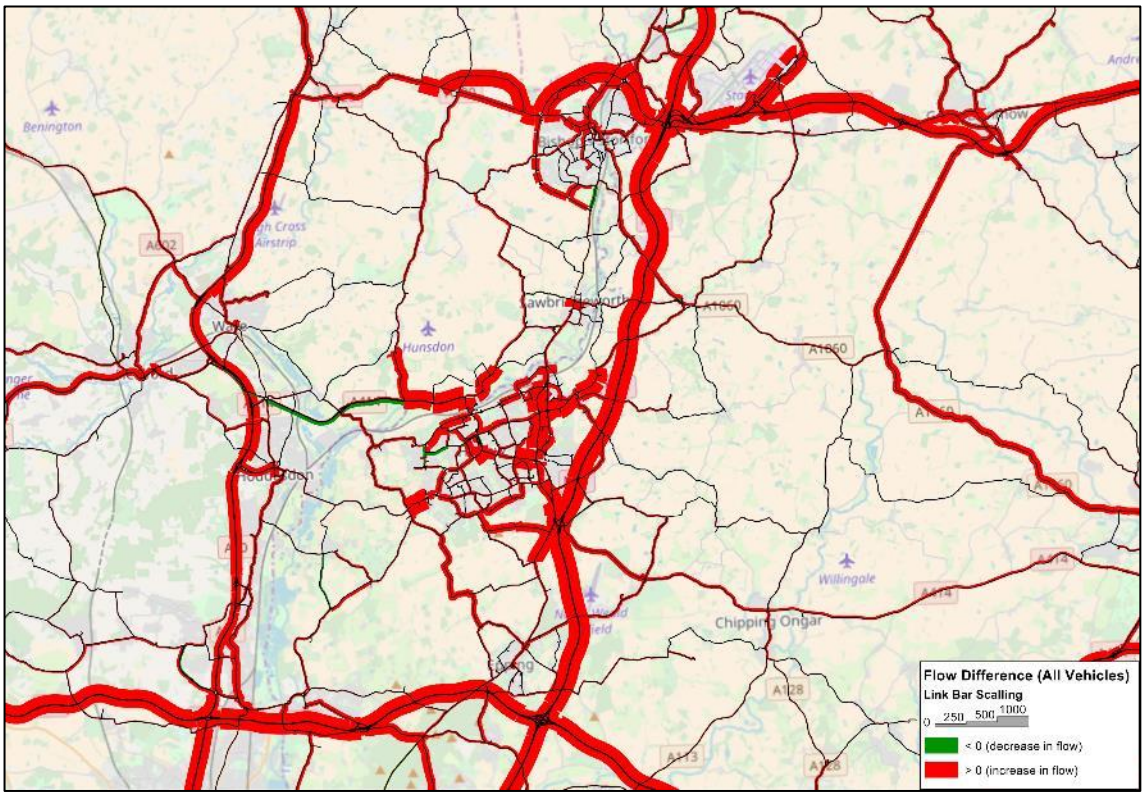
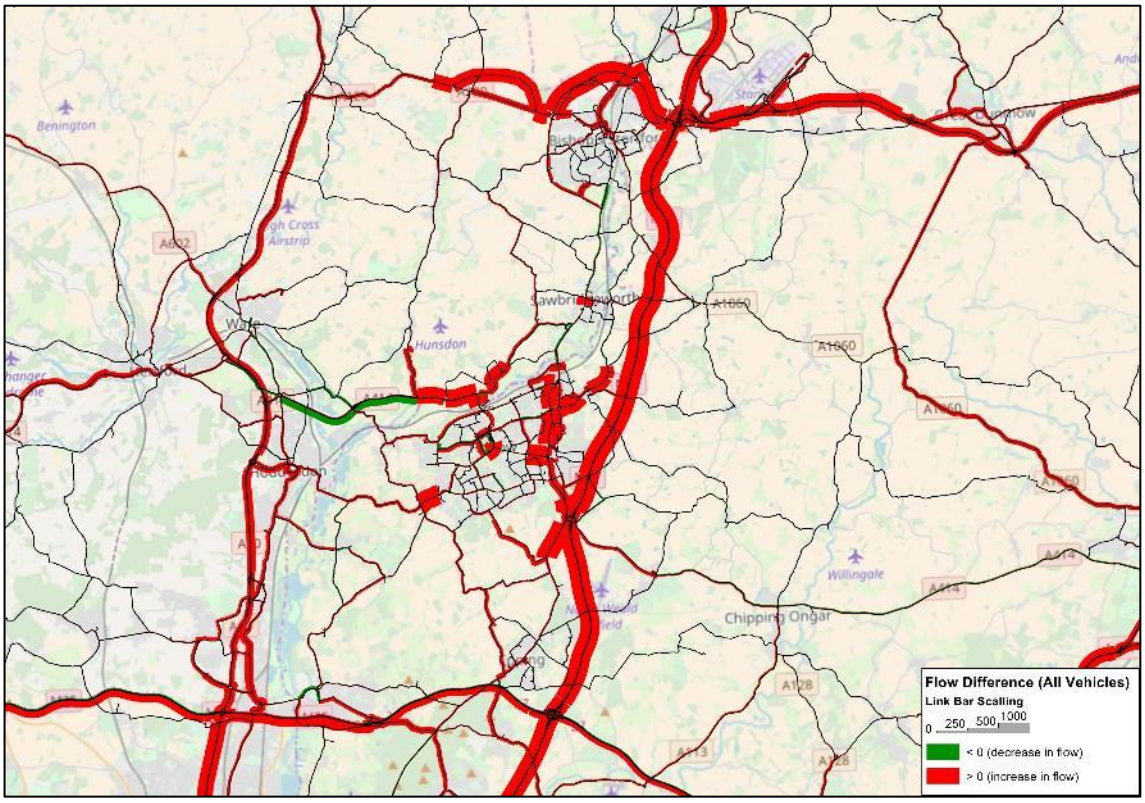


Figure 11-5 : Traffic Flow Difference between Base 2014 and Medium DM 2036 models - PM



11.2.7 The key links identified in the previous section are also examined for the 2036 models in Table 11-2. The table shows how 2-way total vehicle flows have changed between the Base and Do-Minimum 2036 situations.

11.2.8 Section 4.8 shows that overall growth in car trips in 2036 is 24% and 18% for the AM and PM respectively, for goods vehicles the number of trips increases by 50% and 53% in the AM and PM respectively.

11.2.9 As with traffic growth in 2021 most of the links included in the analysis below display evidence of traffic growth being higher than the total growth. This is particularly evident for the A120 and M11, which are key strategic links.

11.2.10 As in 2021, Site 8 has lower traffic growth than the overall growth of 21% in the AM and 6% in the PM. This is likely to be for similar reasons as were explained in Section 11.1.

11.2.11 Unlike 2021, in the AM Peak, Site 7 has traffic growth comparable to Site 8 levels, however there is evidence that there is a decrease in traffic in the PM (-23%). Therefore, some of the capacity constrains mentioned in Section 11.1 have been removed with the inclusion of the dualling of the A414 between Eastwick Roundabout and Burnt Mill Roundabout.

Table 11-2 : Key link traffic flows – Base and Medium 2036 DM Comparison

ID	Link Name	2-way Traffic Flow (All Vehicles)							
		Base		2036		Difference 2036 - Base		% Change from Base	
		AM	PM	AM	PM	AM	PM	AM	PM
1	A120, west of M11 J8	2869	2891	4613	4244	1744	1352	61%	47%
2	A120, between M11 J8 and Stansted Airport	3995	4656	6620	7092	2625	2436	66%	52%
3	M11, north of J7	5566	6533	8384	8848	2818	2315	51%	35%
4	M11, south of J7	6445	7778	9428	9841	2983	2063	46%	27%
5	A414, east of M11 J7	1390	1221	1938	1616	548	395	39%	32%
6	A414, west of m11 J7	3690	4276	5003	5359	1312	1082	36%	25%
7	A414, west of Eastwick Roundabout	2056	2637	2409	2033	353	-604	17%	-23%
8	A1184 Cambridge Road, at the River Stort bridge	1566	1528	1890	1622	324	93	21%	6%
9	B183 Gilden Way, east of Harlowbury Rbt	1453	1420	2008	1585	555	165	38%	12%

11.3 Flow Changes between the Base Year and 2051 for Medium Growth

11.3.1 Similarly to 2021 and 2036, the increases in traffic flows expected in 2051 are illustrated in the images below. The plots below in Figure 11-6 and Figure 11-7 are for the AM peak and PM peak respectively. Additional plots are provided in Appendix H for all three time periods.

11.3.2 The images show a general increase in traffic across the area covered by the M11 J7a Model, as would be expected given the significantly higher levels of growth than within the 2021 and 2036 models. The increase is again evident on the SRN, but is also high around the fringes of Harlow and Bishop's Stortford where large potential Local Plan housing developments are located.

11.3.3 In Harlow, the most obvious traffic increases are seen in the vicinity of the potential development sites that encircle the town, including Gilston Park, East Harlow and Latton Priory. The additional trips resulting from these developments lead to significant traffic growth across the local road network, particularly along routes such as the A414 linking to J7, B183 Gilden Way and the A414 along Gilston Park.

11.3.4 In Bishop's Stortford the largest increases in traffic flow are evident around Bishop's Stortford North and Bishop's Stortford South. The extra trips generated by these sites contribute to increased flows on the full length of the ring-road, particularly leading into M11 J8. There is also a noticeable increase in traffic flow along the A120 to the west of Bishop's Stortford.

11.3.5 Details of highway schemes that impact upon traffic levels is given above in Section 3.1. There are no further significant highway schemes between 2036 and 2051 that have large impacts upon traffic growth and local routing.

11.3.6 Although across the network traffic flow generally increases, there are a number of locations at which flow reduces between 2014 and 2051, in most cases this is due to local network improvements resulting in routing changes. An example of such locations is Harlow town centre and the A414 towards Hertford. There are some routing changes around the town centre which are likely to be as a result of planned local junction improvements that have been modelled.

Figure 11-6 : Traffic Flow Difference between Base 2014 and Medium DM 2051 models - AM

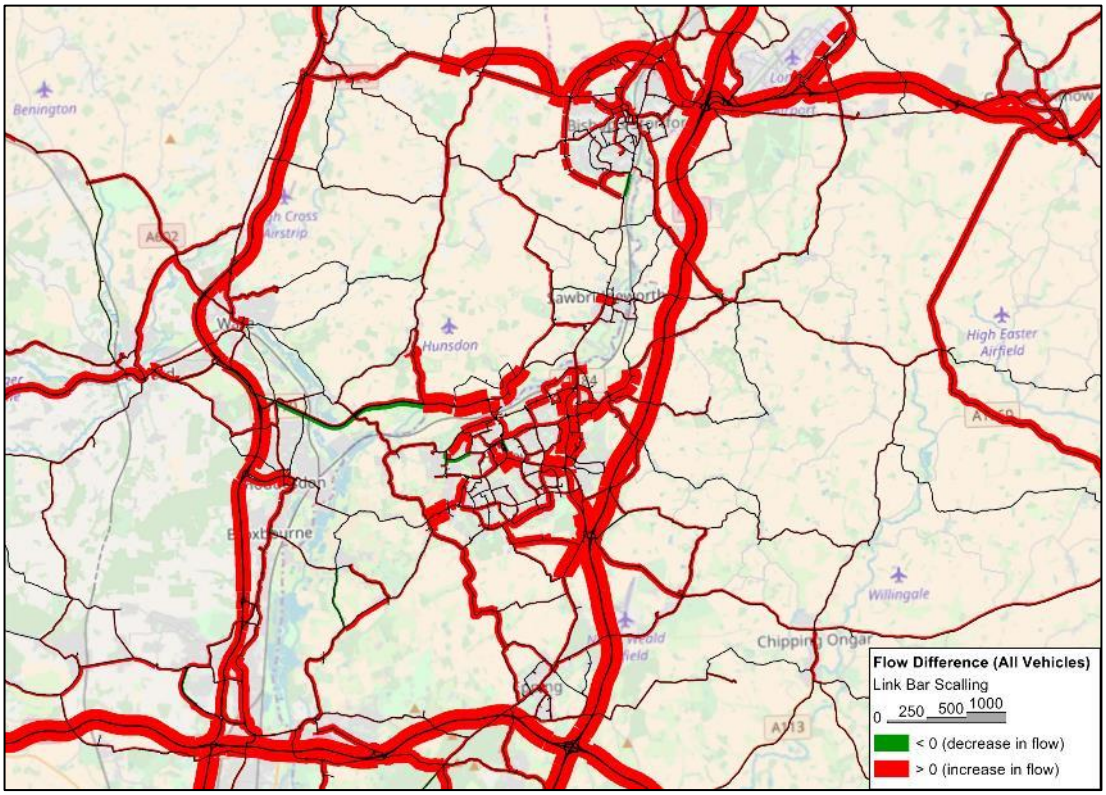
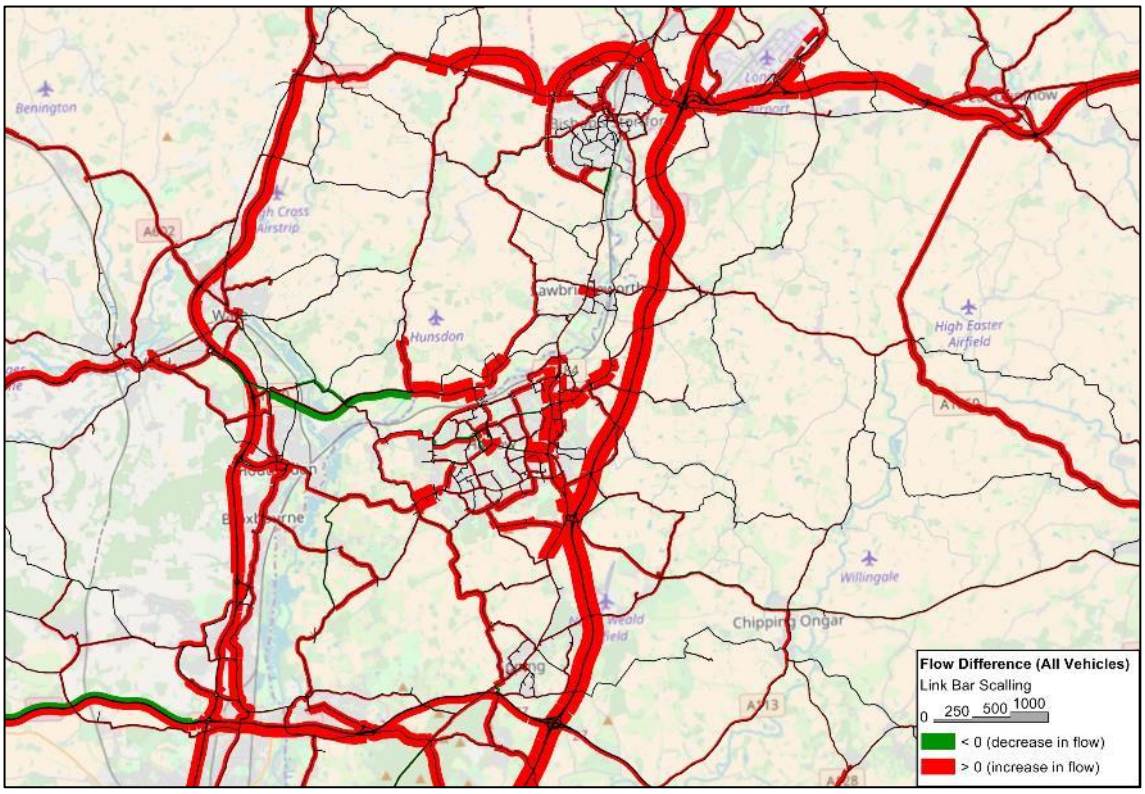


Figure 11-7 : Traffic Flow Difference between Base 2014 and Medium DM 2051 models - PM



11.3.7 The key links identified in the previous section are also examined for the 2051 models in Table 11-3. The table shows how 2-way total vehicle flows have changed between the Base and Do-Minimum 2051 situations.

11.3.8 Section 4.8 shows that overall growth in car trips in 2051 is 35% and 29% for the AM and PM respectively, for goods vehicles the number of trips increases by 66% and 71% in the AM and PM respectively.

11.3.9 As with traffic growth in 2021 and 2036 most of the links included in the analysis below display evidence of traffic growth being higher than the total growth. This is particularly evident for the A120 and M11, which are key strategic links.

11.3.10 As in 2036, Site 7 and Site 8 has lower traffic growth than the overall growth of with 22% and 21% in the AM respectively, and a decrease of 19% for Site 7 and an increase of 10% for site 8% in the PM.

11.3.11 Therefore, some of the capacity constrains mentioned in Section 11.1 have been removed with the inclusion of the dualling of the A414 between Eastwick Roundabout and Burnt Mill Roundabout.

Table 11-3 : Key link traffic flows – Base and Medium 2051 DM Comparison

ID	Link Name	2-way Traffic Flow (All Vehicles)							
		Base		2051		Difference 2051 - Base		% Change from Base	
		AM	PM	AM	PM	AM	PM	AM	PM
1	A120, west of M11 J8	2869	2891	4569	4414	1700	1523	59%	53%
2	A120, between M11 J8 and Stansted Airport	3995	4656	7230	7548	3236	2892	81%	62%
3	M11, north of J7	5566	6533	8866	9200	3300	2667	59%	41%
4	M11, south of J7	6445	7778	9900	10241	3455	2463	54%	32%
5	A414, east of M11 J7	1390	1221	2013	1618	623	397	45%	33%
6	A414, west of m11 J7	3690	4276	5029	5446	1339	1170	36%	27%

ID	Link Name	2-way Traffic Flow (All Vehicles)							
		Base		2051		Difference 2051 - Base		% Change from Base	
		AM	PM	AM	PM	AM	PM	AM	PM
7	A414, west of Eastwick Roundabout	2056	2637	2512	2138	456	-499	22%	-19%
8	A1184 Cambridge Road, at the River Stort bridge	1566	1528	1894	1677	328	149	21%	10%
9	B183 Gilden Way, east of Harlowbury Rbt	1453	1420	2097	1670	644	249	44%	18%

11.4 Delay in the Base 2014 Model

11.4.1 The plots that follow in this section of the report show the worst junctions for delay for the AM peak and PM peak in the 2014 base year models. This highlights the stress points on the network as shown by the models in 2014, following sections will look at the projected delay situation in the 2021 and 2036 future year models for the NTEM Do-Minimum scenario.

11.4.2 It is challenging to define what constitutes a congested junction, or indeed how to define severe turn delay. The method of selecting the 20 worst junctions within each model is described below.

11.4.3 Total turn delay for each junction was calculated by adding together the maximum turn delay from each arm. The maximum turn delay was produced in minutes and is the average delay for the worst turn on the arm over the one hour modelled period.

11.4.4 A filter was applied to main turns and turns so that only turns with more than a total vehicle flow per hour of 100 were included in this analysis.

11.4.5 Furthermore, a filter was applied to main nodes and nodes to exclude low flow junctions:

- only junctions with a total vehicle flow per hour of more than 1500 were considered; and
- only junctions with ‘Two-way yield’, ‘Signalized’ and ‘Roundabout’ control types were included.

11.4.6 The total turn delay was used within the filter, with the threshold for main nodes and nodes requiring alteration until only 20 junctions remained in the final list.

11.4.7 Another challenge in producing analysis on delay in the network relates to the limitations of transport modelling software:

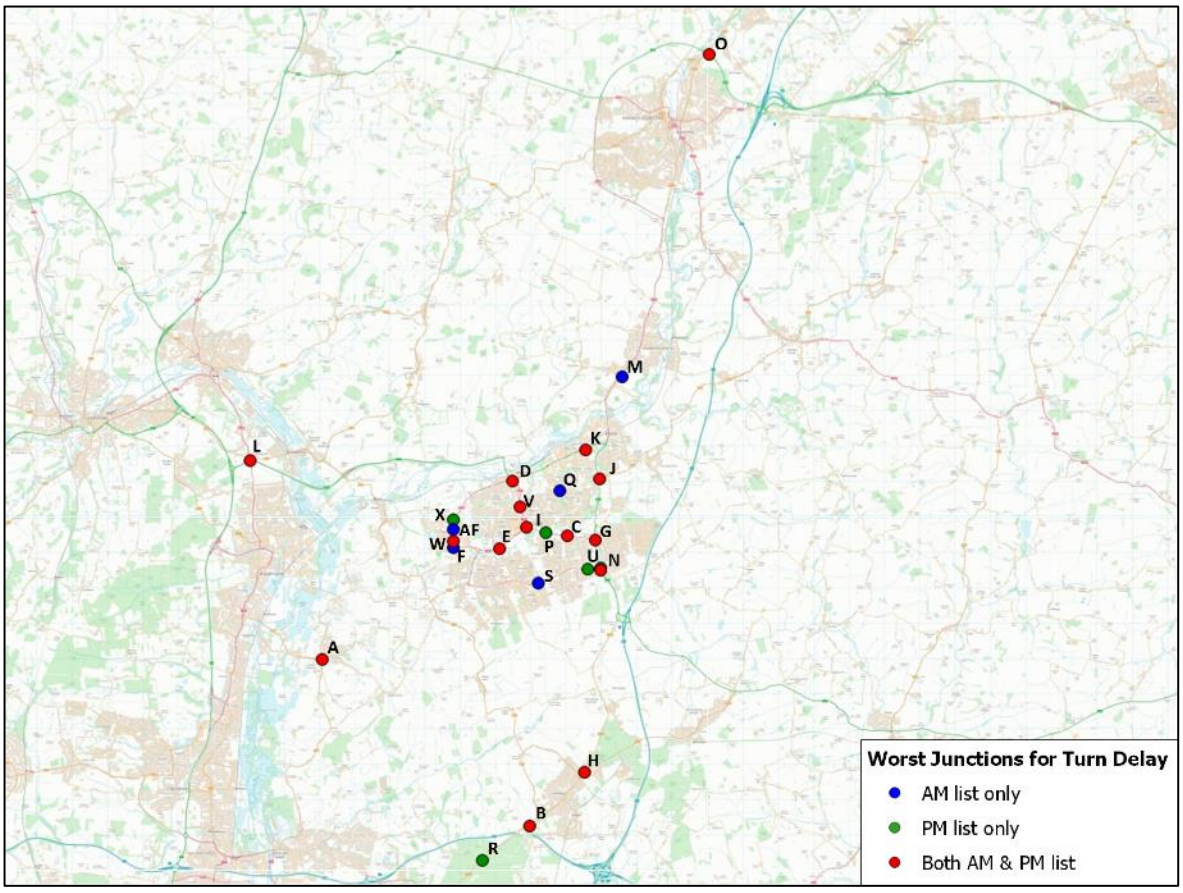
- All macro modelling software assumes all drivers have full information of the routes available to them and the relative cost of each, and habitual behaviour is also not considered within route choice. This can lead to flows, and consequently delays on popular routes being underestimated.
- Signing strategies may guide drivers to utilising certain routes; however, this aspect of road design is not modelled. Consequently, modelled routings reflective of reality may be hard to replicate, leading to flow and delay being underestimated.

11.4.8 Additionally, analysis carried out in producing the base model has shown that replicating delays at roundabouts is very difficult in VISUM. This is due to the methods the software uses to calculate delay, which is based upon ICA (Intersection Capacity Analysis). It has been established that delay is consistently lower than what observed data suggests it should be. To mitigate this deficiency and to sufficiently validate the base model against TrafficMaster journey time data it was necessary to reduce modelled link speeds in the vicinity of roundabout junctions.

11.4.9 Harlow, in particular has a large number of junctions that are roundabouts and so the above point is important to consider.

11.4.10 Figure 11-8 shows the location of the 20 worst junctions in the 2014 base network.

Figure 11-8 : Locations of worst turn delay junctions for the 2014 Base model



11.4.11 In addition to the above plot Table 11-4 displays the rankings of the junctions for both the AM and PM peaks. A summary of the total turn delays is also provided.

11.4.12 The key points that are evident from this analysis of junction delay are as follows:

- The general pattern of where stress points on the network are located is similar between the AM and the PM periods;
- Signalised junctions in Lower Nazeing and Epping and Burnt Mill Roundabout in Harlow suffer from some of the worst congestion in both peaks; and
- The main concentration of junctions with significant delay is in Harlow, especially along the main routes such as the A414, A1025 Second Avenue and A1025 Third Avenue.

11.4.13 The above trends correlate with the observed data from TrafficMaster that was used to validate the base model. The worst areas for delays identified below are on the same sections of routes that are shown to be slowest by journey time analysis contained within the LMVR.

11.4.14 For more in-depth analysis of the journey times routes and associated observed and modelled travel times refer to Section 11 of the Harlow Transport Model LMVR.

Table 11-4 : Top 20 worst junctions in the Base 2014 model – AM & PM

ID	Location	AM Rank	PM Rank	Overall Score	Sum of average turn delays (minutes)	
					AM	PM
A	Lower Nazeing Signals	2	1	3	7.89	9.34

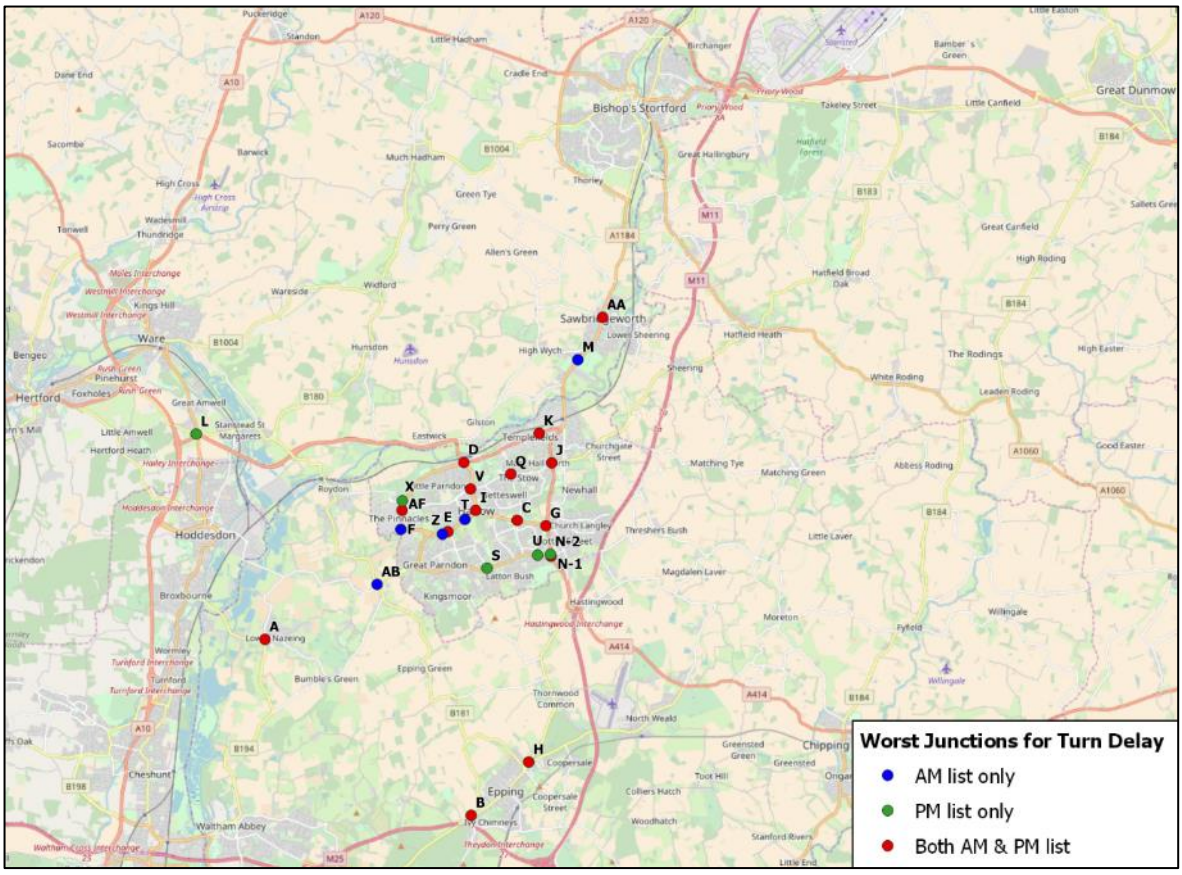
ID	Location	AM Rank	PM Rank	Overall Score	Sum of average turn delays (minutes)	
					AM	PM
B	High Road / Theydon Road Signals, Epping	6	2	8	3.21	8.98
D	Burnt Mill Roundabout, Harlow	3	6	9	5.38	2.43
J	A414 London Road / B183 Gilden Way Roundabout, Harlow	8	3	11	3.02	4.6
W	A1169 Elizabeth Way / Coldharbour Road, Harlow	15	5	20	1.73	3.82
H	Thornwood Road / The Plain Signals, Epping	9	11	20	3.01	1.89
E	Third Avenue / Abercrombie Way Signals, Harlow	11	10	21	2.15	1.97
V	A1019 Velizy Avenue / First Avenue Roundabout, Harlow	4	18	22	3.42	1.45
G	Clocktower Roundabout, Harlow	19	4	23	1.39	3.98
C	Second Avenue / Howard Way Roundabout, Harlow	18	8	26	1.49	2.12
I	Crowngate Roundabout, Harlow	7	20	27	3.2	1.29
K	A414 Edinburgh Way / East Road Signals, Harlow	14	13	27	1.78	1.84
L	Great Amwell Roundabout	16	12	28	1.61	1.86
O	A120 Bishop's Stortford Ring Road / B1383 Stansted Road Roundabout, Bishop's Stortford	17	17	34	1.49	1.56
N-1	A414 London Road Hamburger Roundabout (southern signals)	20	15	35	1.39	1.65
F	A1169 Elizabeth Way / A1025 Third Avenue Roundabout (The Pinnacles)	1	-	-	8.07	-
AF	A1169 Elizabeth Way / Fourth Avenue, The Pinnacles	5	-	-	3.28	-
R	B1393 Epping Road / Crown Hill Junction, Epping	-	7	-	-	2.28
X	A1169 Elizabeth Way / Roydon Road, Harlow	-	9	-	-	2.04
Q	Howard Way / First Avenue, Harlow	10	-	-	2.54	-
M	A1184 Harlow Road / Hand Lane, Sawbridgeworth	12	-	-	2.15	-
S	Southern Way / Partidge Road, Harlow	13	-	-	2.08	-
U	A1169 Southern Way / Tracyes Road, Harlow	-	14	-	-	1.76
P	Second Avenue / Tripton Road Roundabout	-	16	-	-	1.6
N-2	A414 London Road Hamburger Roundabout (northern signals)	-	19	-	-	1.37

11.5 Delay in the Medium 2021 Do-Minimum Model

11.5.1 The plots that follow in this section of the report show the worst junctions for delay for the AM peak and PM peak in the Medium 2021 Do-Minimum models. This highlights the stress points on the network in 2021 with the projected housing and employment growth predicted for the Medium Growth Scenario, as well as with the committed highway improvements included.

11.5.2 Figure 11-9 shows the location of the 20 worst junctions in the 2021 Do-Minimum network.

Figure 11-9 : Locations of worst turn delay junctions for the Medium 2021 Do-Minimum



11.5.3 In addition to the above plot Table 11-5 displays the rankings of the junctions for both the AM and PM peaks. A summary of the total turn delays is also provided.

11.5.4 The key areas of the network that are affected by junction delay in 2021 are detailed below:

- The general pattern of where stress points on the network are located is similar between the AM and the PM periods;
- Signalised junctions in Lower Nazeing and Epping and Burnt Mill Roundabout in Harlow still suffer from some of the worst congestion in both peaks;
- The main concentration of junctions with significant delay is in Harlow, especially along the main routes such as the A414, A1025 Second Avenue and A1025 Third Avenue; and
- Overall, the location of the 20 worst junctions between the 2014 base and Do-Minimum has not significantly changed.

Table 11-5 : Top 20 worst junctions in the Medium 2021 Do-Minimum Model – AM & PM

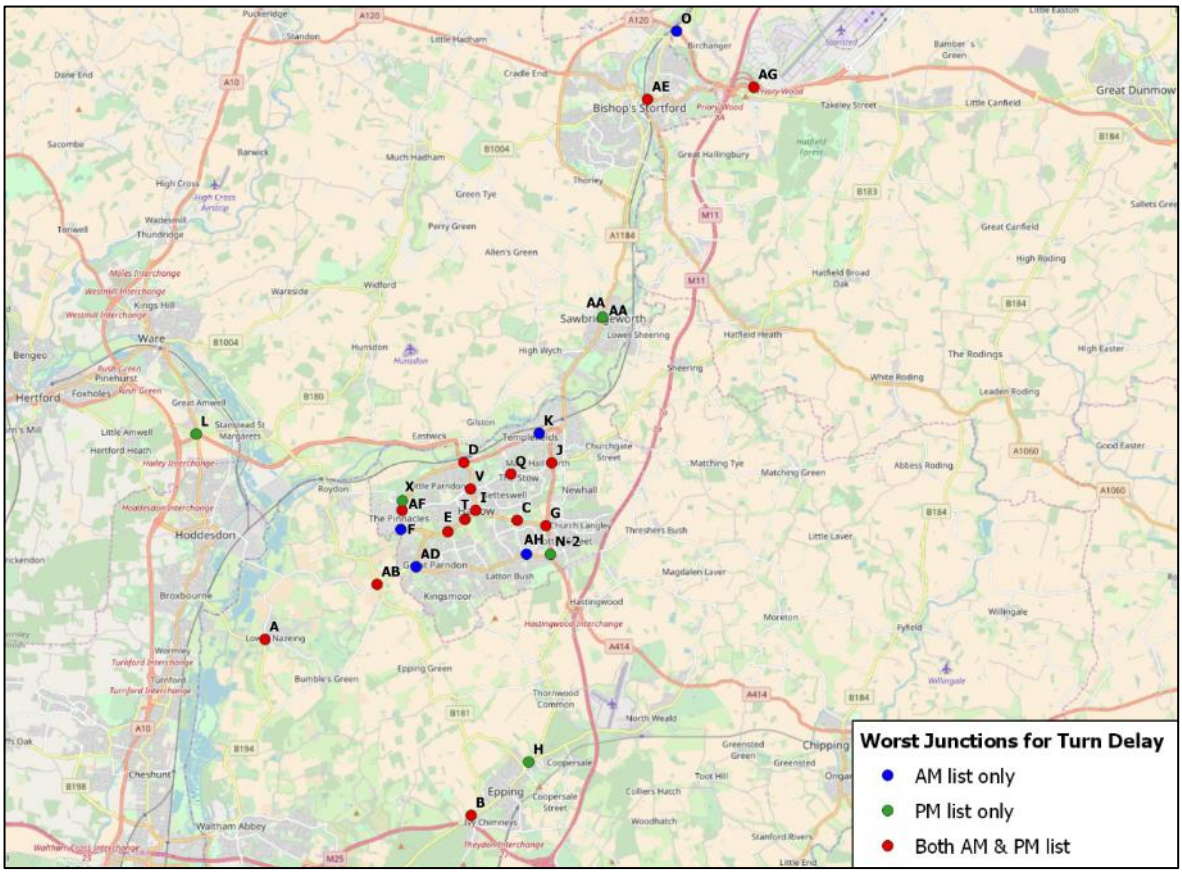
ID	Location	AM Rank	PM Rank	Overall Score	Sum of average turn delays (minutes)	
					AM	PM
A	Lower Nazeing Signals	1	1	2	12.39	8.51
D	Burnt Mill Roundabout, Harlow	2	3	5	11.13	4.83
B	High Road / Theydon Road Signals, Epping	6	2	8	4.99	4.87
J	A414 London Road / B183 Gilden Way Roundabout, Harlow	3	6	9	9.62	3.47
V	A1019 Velizy Avenue / First Avenue Roundabout, Harlow	5	5	10	5.52	3.96

ID	Location	AM Rank	PM Rank	Overall Score	Sum of average turn delays (minutes)	
					AM	PM
C	Second Avenue / Howard Way Roundabout, Harlow	7	4	11	4.91	4.02
AF	A1169 Elizabeth Way / Fourth Avenue, The Pinnacles	8	8	16	4.12	3.18
I	Crowngate Junction, Harlow	11	7	18	3.11	3.40
E	Third Avenue / Abercrombie Way Signals, Harlow	9	12	21	3.51	2.25
K	A414 Edinburgh Way / East Road Signals, Harlow	13	15	28	2.64	1.88
H	Thornwood Road / The Plain Signals, Epping	19	9	28	2.26	2.94
G	Clocktower Roundabout, Harlow	18	11	29	2.31	2.42
Q	Howard Way / First Avenue, Harlow	10	20	30	3.11	1.76
N-1	A414 London Road Hamburger Roundabout (southern signals)	15	17	32	2.39	1.86
AA	A1184 / West Road / Station Road Junction, Sawbridgeworth	20	13	33	2.26	1.99
F	A1169 Elizabeth Way / A1025 Third Avenue Roundabout (The Pinnacles)	4	-	-	7.34	-
Z	A1025 Third Avenue / Three Horseshoes Road, Harlow	12	-	-	2.93	-
X	A1169 Elizabeth Way / Roydon Road, Harlow	-	10	-	-	2.66
AB	B181 Epping Road / B1133 Water Lane, Broadly Common	14	-	-	2.60	-
T	Third Avenue / Haydens Road Roundabout, Harlow	16	-	-	2.36	-
M	A1184 Harlow Road / Hand Lane, Sawbridgeworth	17	-	-	2.32	-
S	Southern Way / Partidge Road, Harlow	-	14	-	-	1.89
U	A1169 Southern Way / Tracyes Road, Harlow	-	16	-	-	1.86
N-2	A414 London Road Hamburger Roundabout (northern signals)	-	18	-	-	1.85
L	Great Amwell Roundabout	-	19	-	-	1.84

11.6 Delay in the Medium 2036 Do-Minimum Model

11.6.1 Figure 11-10 shows the location of the 20 worst junctions in the Medium 2036 Do-Minimum network.

Figure 11-10 : Locations of worst turn delay junctions for the Medium 2036 Do-Minimum



11.6.2 In addition to the above plot Table 11-6 displays the rankings of the junctions for both the AM and PM peaks. A summary of the total turn delays is also provided.

11.6.3 The key areas of the network that are affected by junction delay in 2036 are detailed below:

- The general pattern of where stress points are located has begun to diverge between the AM and the PM periods in 2036;
- The main concentration of junctions is still in Harlow along the main routes mentioned previously however these junctions have become more severe;
- Signalised junctions in Lower Nazeing and Epping and Burnt Mill Roundabout in Harlow still suffer from some of the worst congestion in both peaks;
- There is evidence that junctions in Bishop's Stortford and around Stansted Airport may now be reaching significant levels of delay; and
- Overall, Harlow remains the area of most concern, particularly along key distributor roads.

Table 11-6 : Top 20 worst junctions in the Medium 2036 Do-Minimum Model – AM & PM

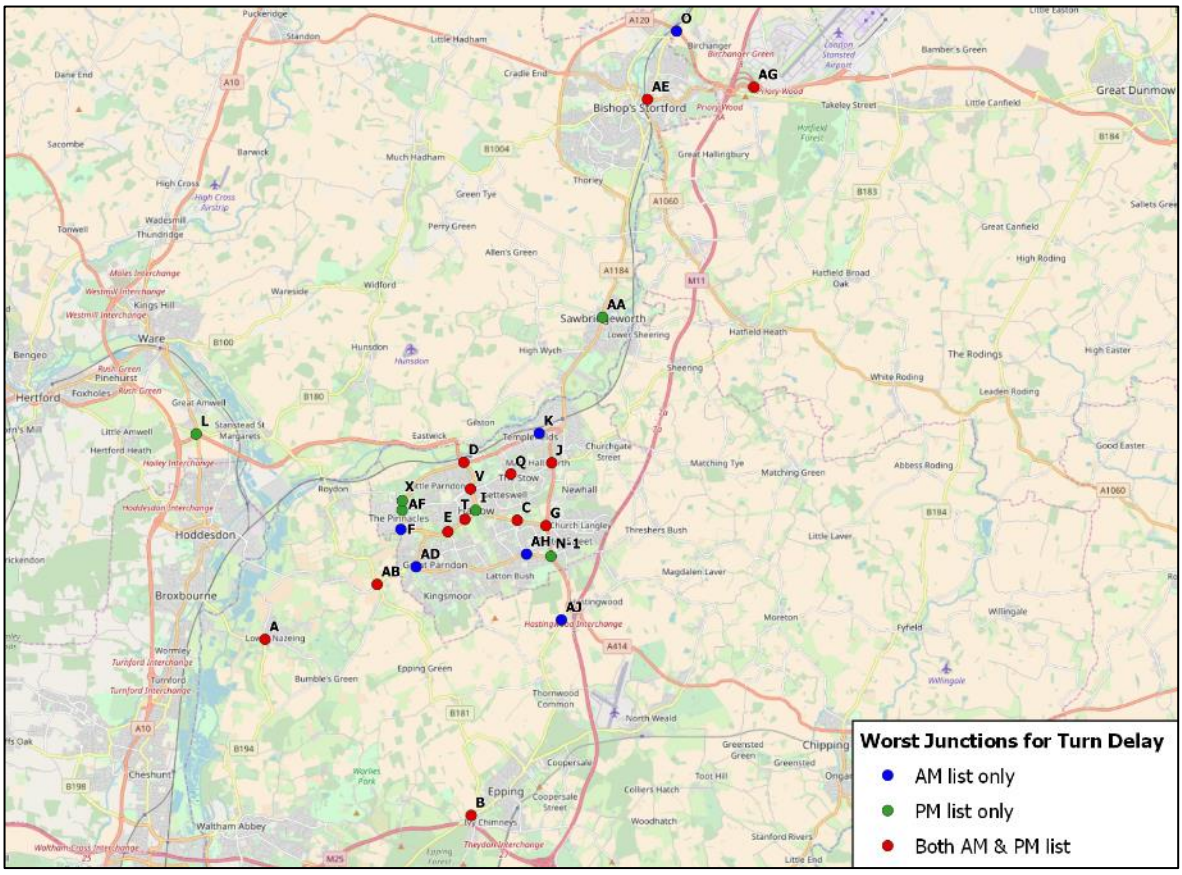
ID	Location	AM Rank	PM Rank	Overall Score	Sum of average turn delays (minutes)	
					AM	PM
A	Lower Nazeing Signals	2	1	3	11.56	7.02
D	Burnt Mill Roundabout, Harlow	1	4	5	19.89	6.45
AE	A1250 /A1060 Bishop's Stortford Cross	4	2	6	9.74	6.83
C	Second Avenue / Howard Way Roundabout, Harlow	6	5	11	6.73	4.70

ID	Location	AM Rank	PM Rank	Overall Score	Sum of average turn delays (minutes)	
					AM	PM
B	High Road / Theydon Road Signals, Epping	7	6	13	6.57	4.68
AB	B181 Epping Road / B1133 Water Lane, Broadly Common	10	3	13	5.29	6.61
J	A414 London Road / B183 Gilden Way Roundabout, Harlow	3	11	14	10.14	3.82
G	Clocktower Roundabout, Harlow	9	7	16	5.30	4.60
V	A1019 Velizy Avenue / First Avenue Roundabout, Harlow	8	10	18	6.15	3.90
AG	Priory Wood Roundabout, Stansted Airport	12	9	21	4.60	4.04
AF	A1169 Elizabeth Way / Fourth Avenue, The Pinnacles	14	8	22	3.96	4.39
E	Third Avenue / Abercrombie Way Signals, Harlow	13	14	27	4.03	3.27
Q	Howard Way / First Avenue, Harlow	11	18	29	5.03	2.88
T	Third Avenue / Haydens Road Roundabout, Harlow	17	12	29	3.33	3.70
I	Crowngate Junction, Harlow	20	15	35	2.99	3.26
F	A1169 Elizabeth Way / A1025 Third Avenue Roundabout (The Pinnacles)	5	-	-	9.19	-
O	A120 Bishop's Stortford Ring Road / B1383 Stansted Road Roundabout, Bishop's Stortford	15	-	-	3.79	-
AH	A1169 Southern Way / Trotters Road, Harlow	16	-	-	3.68	-
H	Thornwood Road / The Plain Signals, Epping	-	13	-	-	3.61
AD	A1169 Katherine's Way / Water Lane, Harlow	18	-	-	3.25	-
N-2	A414 London Road Hamburger Roundabout (northern signals)	-	16	-	-	3.21
X	A1169 Elizabeth Way / Roydon Road, Harlow	-	17	-	-	3.16
K	A414 Edinburgh Way / East Road Signals, Harlow	19	-	-	3.01	-
AA	A1184 / West Road / Station Road Junction, Sawbridgeworth	-	19	-	-	2.87
AA	A1184 / West Road / Station Road Junction, Sawbridgeworth	-	19	-	-	2.87
L	Great Amwell Roundabout	-	20	-	-	2.84

11.7 Delay in the Medium 2051 Do-Minimum Model

11.7.1 Figure 11-11 shows the location of the 20 worst junctions in the Medium 2051 Do-Minimum network.

Figure 11-11 : Locations of worst turn delay junctions for the Medium 2051 Do-Minimum



11.7.2 In addition to the above plot Table 11-7 displays the rankings of the junctions for both the AM and PM peaks. A summary of the total turn delays is also provided.

11.7.3 The key areas of the network that are affected by junction delay in 2051 are detailed below:

- The general pattern of where stress points are located has deviated even more between the AM and the PM periods than in 2036;
- The main concentration of junctions is still in Harlow along the main routes mentioned previously however these junctions have become more severe;
- Signalised junctions in Lower Nazeing and Epping and Burnt Mill Roundabout in Harlow still suffer from some of the worst congestion in both peaks;
- There is a clear evidence that junctions in Bishop's Stortford and around Stansted Airport are reaching significant levels of delay; and
- Overall, Harlow remains the area of most concern, particularly along key distributor roads.

Table 11-7 : Top 20 worst junctions in the Medium 2051 Do-Minimum Model – AM & PM

ID	Location	AM Rank	PM Rank	Overall Score	Sum of average turn delays (minutes)	
					AM	PM
D	Burnt Mill Roundabout, Harlow	1	2	3	22.78	9.12
A	Lower Nazeing Signals	2	3	5	12.15	8.14
AE	A1250 /A1060 Bishop's Stortford Cross	3	4	7	11.48	7.76
AB	B181 Epping Road / B1133 Water Lane, Broadly Common	10	1	11	6.44	9.29

ID	Location	AM Rank	PM Rank	Overall Score	Sum of average turn delays (minutes)	
					AM	PM
G	Clocktower Roundabout, Harlow	8	5	13	7.21	6.79
J	A414 London Road / B183 Gilden Way Roundabout, Harlow	7	7	14	7.95	4.68
C	Second Avenue / Howard Way Roundabout, Harlow	6	12	18	8.55	3.58
V	A1019 Velizy Avenue / First Avenue Roundabout, Harlow	9	6	15	6.46	5.60
B	High Road / Theydon Road Signals, Epping	12	10	22	6.00	4.49
AJ	B1383 London Road/Latton Priory, Harlow	4	-	-	10.24	-
F	A1169 Elizabeth Way / A1025 Third Avenue Roundabout (The Pinnacles)	5	-	-	9.92	-
Q	Howard Way / First Avenue, Harlow	11	13	24	6.15	3.57
T	Third Avenue / Haydens Road Roundabout, Harlow	15	16	31	5.04	3.43
AG	Priory Wood Roundabout, Stansted Airport	14	19	33	5.20	3.19
E	Third Avenue / Abercrombie Way Signals, Harlow	17	15	32	3.84	3.50
O	A120 Bishop's Stortford Ring Road / B1383 Stansted Road Roundabout, Bishop's Stortford	13	-	-	5.34	-
L	Great Amwell Roundabout	-	8	-	-	4.67
AF	A1169 Elizabeth Way / Fourth Avenue, The Pinnacles	-	9	-	-	4.61
AH	A1169 Southern Way / Trotters Road, Harlow	16	-	-	4.19	-
AD	A1169 Katherine's Way / Water Lane, Harlow	18	-	-	3.78	-
X	A1169 Elizabeth Way / Roydon Road, Harlow	-	11	-	-	3.59
N-1	A414 London Road Hamburger Roundabout (southern signals)	-	14	-	-	3.57
K	A414 Edinburgh Way / East Road Signals, Harlow	19	-	-	3.46	-
I	Crowngate Junction, Harlow	-	17	-	-	3.43
AA	A1184 / West Road / Station Road Junction, Sawbridgeworth	-	18	-	-	3.29
H	Thornwood Road / The Plain Signals, Epping	-	20	-	-	3.18

11.8 Traffic Growth Delay Impacts in the Forecast Year Models

11.8.1 The model outputs in this section display the impact of future year growth upon delay, specifically maximum turn delay on each arm is assessed. Firstly, the impacts in Medium 2021 for both the AM and PM peak periods will be investigated, followed by Medium 2036 and 2051.

11.8.2 The measure of delay used for these plots considers the maximum turn delay (in seconds) on each arm of every junction that is coded within the model. The maximum turn delay refers to the worst turn on that arm. The delay for each turn is calculated as an average turn delay for vehicles across the whole hour period being assessed. Within VISUM the maximum turn delay for arms must be displayed for a specific user class, it is not calculated across all classes. Consequently, it was decided to select Car Commute (CC). Checks were carried out to ensure that there was not a large variation between user classes and it was found that the variation was usually zero and always negligible.

11.8.3 The link bars represent delay changes associated with the link, which in turn represents the arm of the junction it goes in to. Green bars show a decrease in delay, whilst red bars show an increase in delay.

11.8.4 Only links with a maximum turn delay of 60 seconds or more are displayed, any smaller changes are not included in these plots. Links that have a vehicle flow of less than 100 during the time period assessed are also excluded, as these roads are considered to be very minor.

11.8.5 The area covered within the plots includes the entire detailed modelled area as well as some additional network to the east and the west.

11.8.6 Figure 11-12 and Figure 11-13 show delay changes between the Base and Do-Minimum 2021 models, for the AM and PM periods respectively. Plots for the IP can be found in Appendix I.

11.8.7 Note that the magnitude of delay is represented by the width of the bars, and not by their length. The length is only representative of the length of the coded link and not the extent of queuing or delay.

11.8.8 The below figures show some significant increases and decreases in traffic flow in different parts of the network. An explanation of significant changes is provided below:

- Signalisation of double mini-roundabout at Sawbridgeworth is resulting in less delay at High Wych Road and Parsonage Lane;
- Likewise, First Avenue and Third Avenue see small improvements in turn delays due to a capacity upgrade at Second Avenue / Velizy Avenue junction committed improvement scheme;
- Roads towards M11 J7 experience a reduction in turn delay particularly in the PM;
- Elsewhere delays generally increase between 2014 and 2021 in both time periods;
- Roads leading to M11 J6 experience an increase in turn delay in the AM, however turn delay decrease in the PM;
- There are increased congestion issues across Harlow with the impact of growth most noticeable in the AM; and
- In the AM delays on roads crossing the Lee Valley towards Harlow show large increases in turn delay, conversely in the PM there appears to be small improvements in this area.

Figure 11-12 : Turn Delay Difference between Base 2014 and Medium DM 2021 models – AM

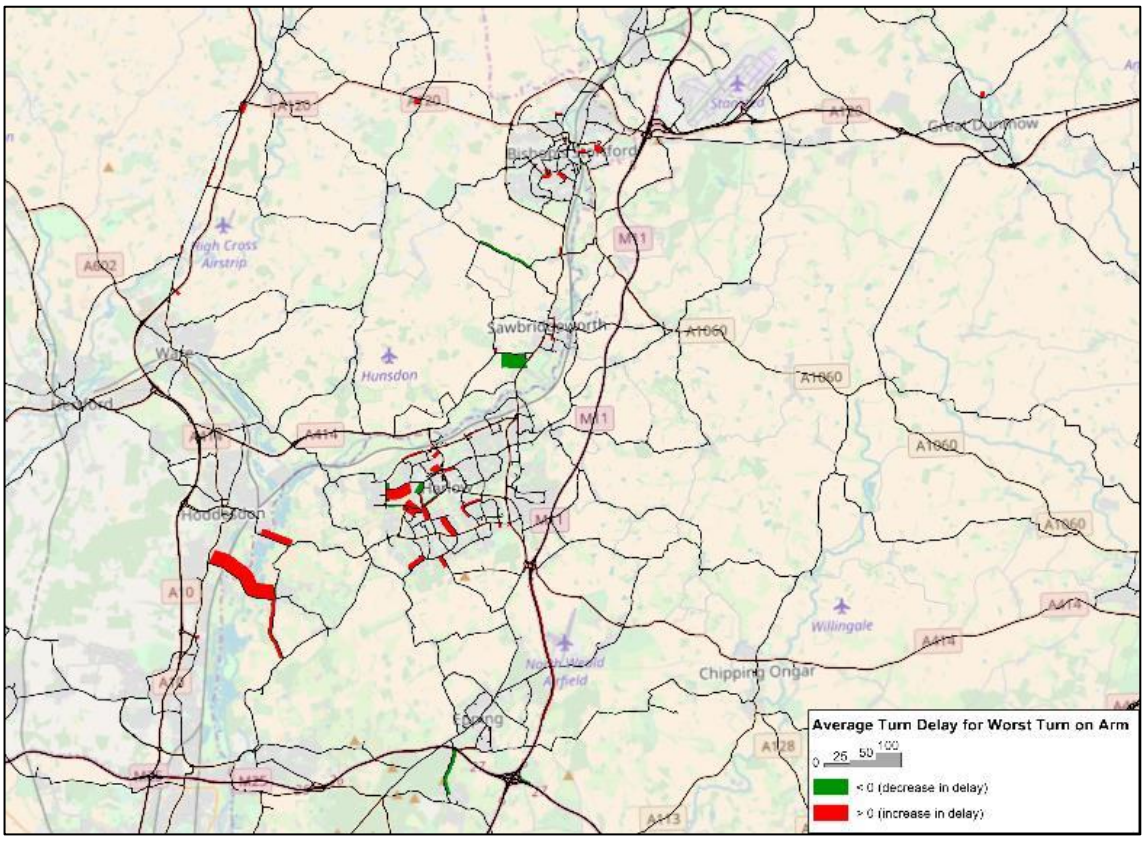
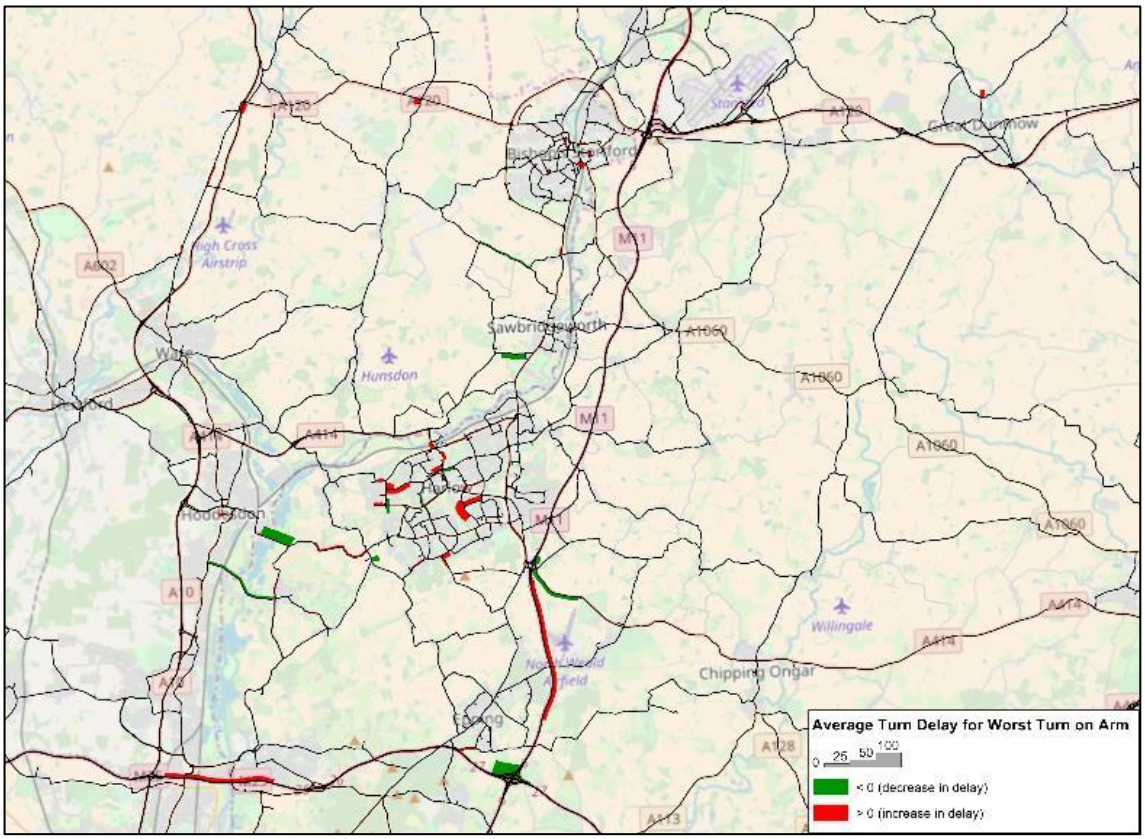


Figure 11-13 : Turn Delay Difference between Base 2014 and Medium DM 2021 models – PM



11.8.9 Figure 11-14 and Figure 11-15 show delay changes between the Base and Do-Minimum 2036 models, for the AM and PM periods respectively. Plots for the IP can be found in Appendix I.

11.8.10 Note that the magnitude of delay is represented by the width of the bars, and not by their length. The length is only representative of the length of the coded link and not the extent of queuing or delay.

11.8.11 The below figures show some significant increases and decreases in traffic flow in different parts of the network. An explanation of significant changes is provided below:

- There are no significant differences in the trends of delay difference location between the 2014 and 2021 comparison and the 2014 and 2036 comparison.
- Elsewhere delays generally increase between 2014 and 2036 in both time periods, and increases are more severe than in 2021; and
- The most marked areas of delay increases are similar to those talked about above for 2021 and specifically in Bishop's Stortford; however, the impacts of growth are higher.

Figure 11-14 : Turn Delay Difference between Base 2014 and Medium DM 2036 models – AM

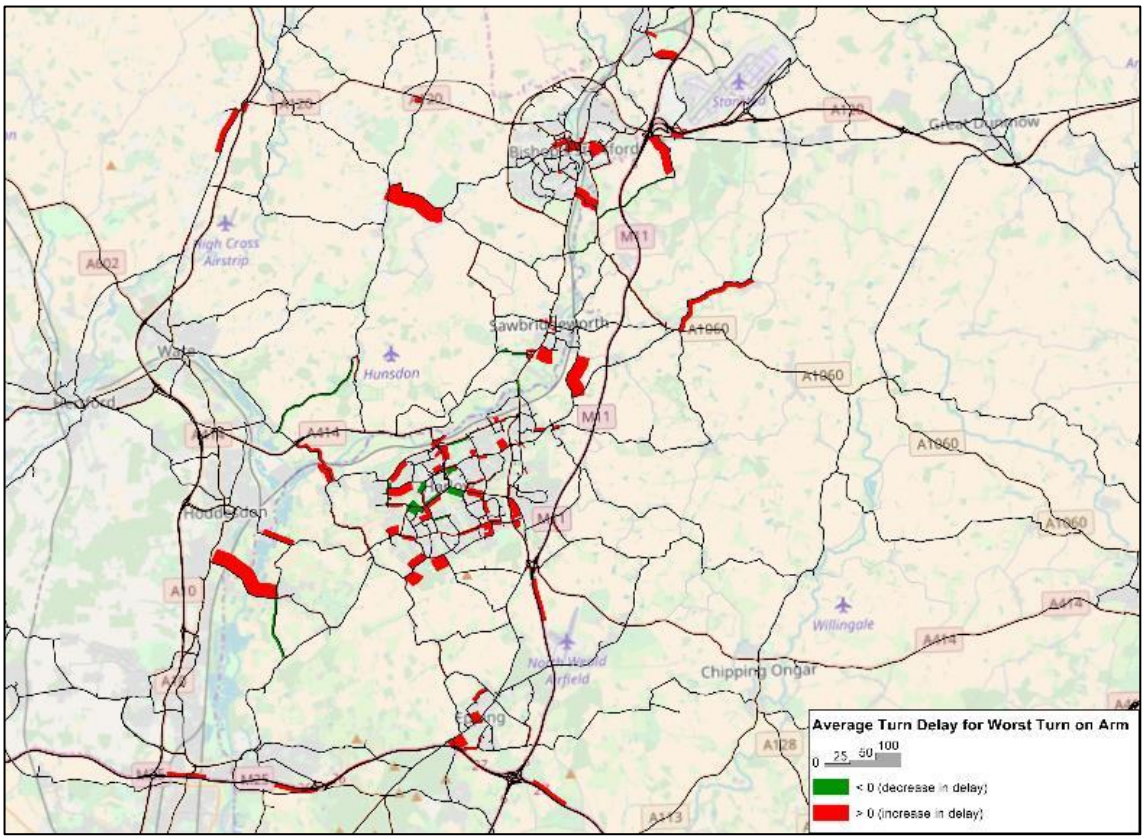
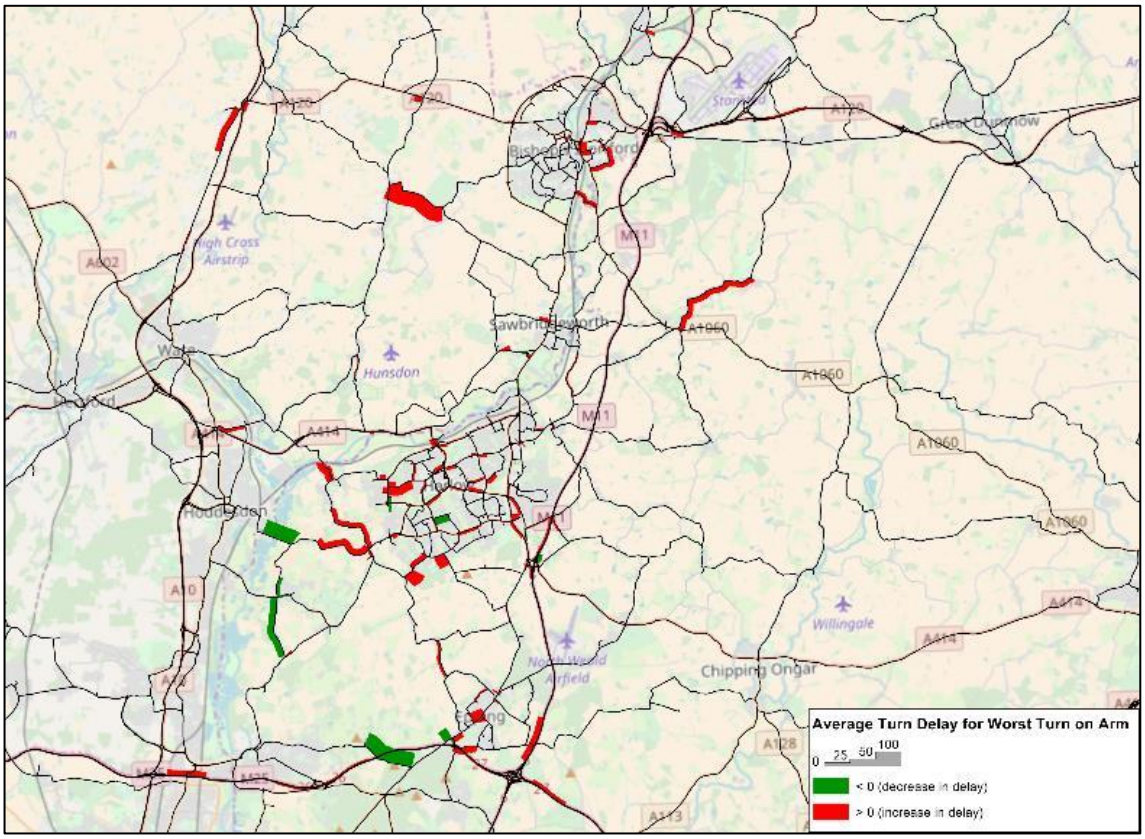


Figure 11-15 : Turn Delay Difference between Base 2014 and Medium DM 2036 models – PM



11.8.12 Figure 11-16 and Figure 11-17 show delay changes between the Base and Do-Minimum 2051 models, for the AM and PM periods respectively. Plots for the inter-peak can be found in Appendix I.

11.8.13 The figures below show some significant increases and decreases in delay in different parts of the network. Observations are explained below:

- Delays generally increase between 2014 and 2051 in both time periods, and increases are more severe than in 2036;
- The most marked areas of delay increases are similar to those outlined above for 2021 and 2036; however, the impacts of growth are higher; and
- There are no significant differences in the trends of delay difference location between the 2014 and 2036 comparison and the 2014 and 2051 comparison.

Figure 11-16: Turn Delay Difference between Base 2014 and Medium DM 2051 models – AM

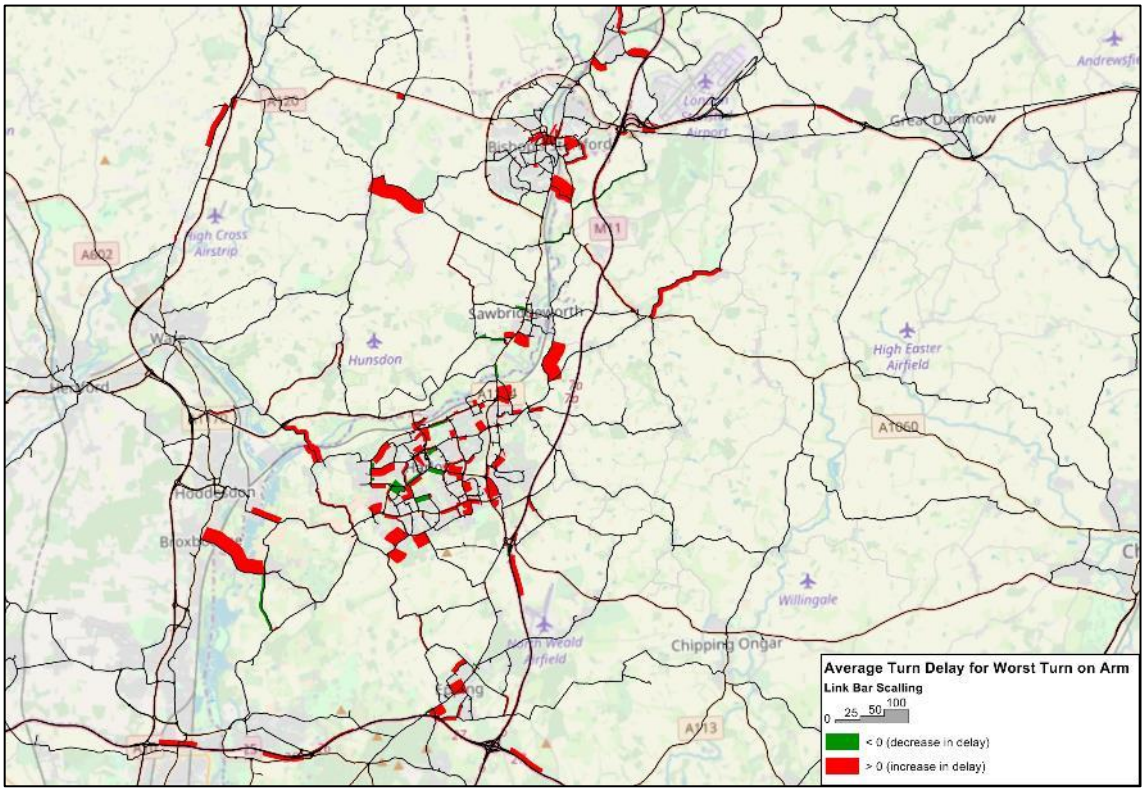
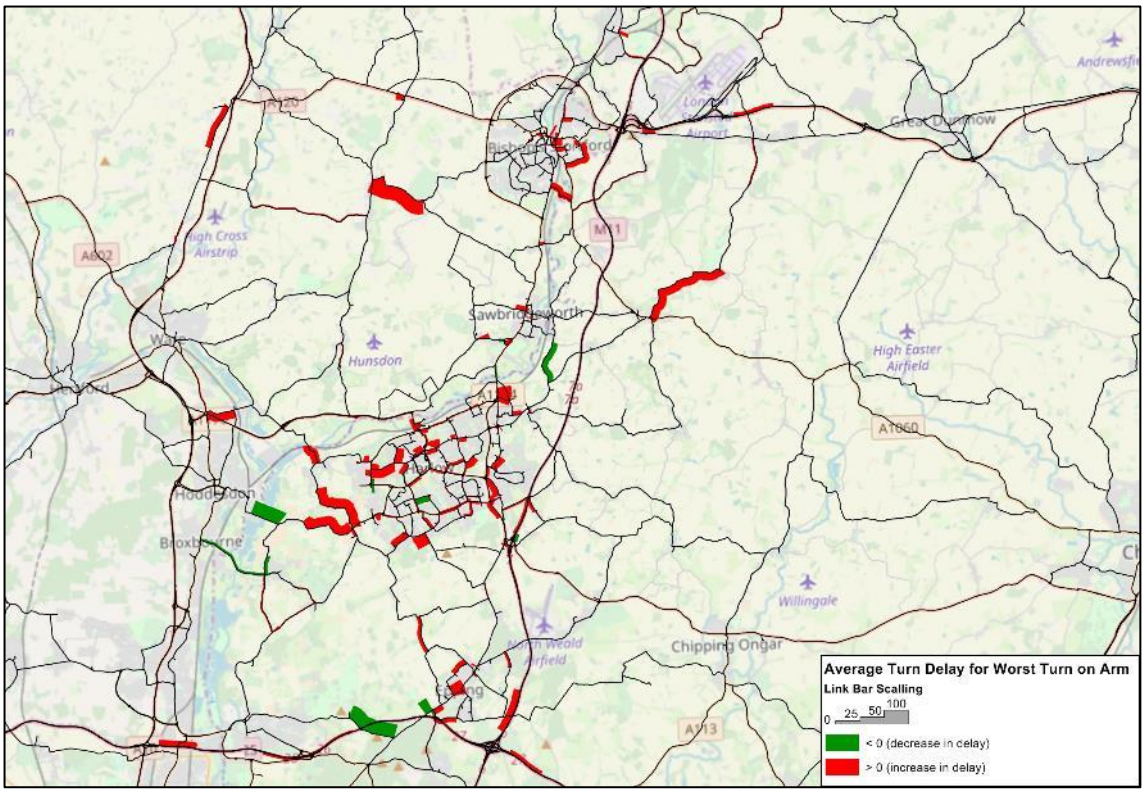


Figure 11-17: Turn Delay Difference between Base 2014 and Medium DM 2051 models – PM



12. M11 J7a Scheme Impacts – Medium Scenario

12.1 Flow Impacts from the M11 J7a Scheme in 2021 for Medium Growth

12.1.1 As detailed in Section 3 'Do-Something' (DS) networks were built to represent the local road network with the inclusion of the scheme, the new M11 J7a. The scheme includes a link between the M11 and B183 Sheering Road, and capacity improvements on the B183 between the new link and the A414.

12.1.2 A series of model runs were carried out at Stage 3 to investigate the potential impacts of a proposed Harlow Northern Bypass. The results of this can be found in the 'Northern Bypass Addendum', which was produced in April 2016. This scheme has not been included in the model runs presented in the main report.

12.1.3 A plot displaying the location and design of the proposed M11 J7a scheme that has been modelled can be found in Figure 3-8. It is assumed that the scheme would be in place by 2021.

12.1.4 The plots below in Figure 12-1 and Figure 12-2 are for the AM peak and PM peak hours respectively. The area shown covers the entire detailed modelled area as well as some additional network to the east and the west. Plots, which are zoomed to provide more detail of changes, are also provided in Appendix H for all three time periods.

12.1.5 The figures show significant changes in modelled traffic flow in different parts of the network. All flow changes are considered to be logical representations of what is likely to occur with the Do-Something scheme in place. The significant flow changes are:

- M11 J7-J8: Flows on the M11 would be expected to increase significantly. This indicates that in traffic is switching from using J7 to using J7a, but also additional vehicles to and from the north would also use the motorway to access Harlow via J7a in preference to using other less suitable minor routes in the vicinity.
- In the PM peak hour traffic on the M11 south of J7 increases, this is likely to be as a result of freeing up capacity at M11 J7, which gets very congested in the PM peak.
- A consequence of traffic using J7a to access Harlow is that traffic flows would be expected to significantly increase along B183 Gilden Way to the west of the new link.
- The location of the new junction facilitates traffic wishing to access the north and east of the town. This is expected to result in reductions in flows on the A414 to the south of Gilden Way, which would be greater immediately to the north of J7, as a result of this traffic using the new motorway junction.
- To the north of the modelled area there is an increase in traffic using the A120 east of M11 J8; this is likely to be partly due to the switch from more local roads to the motorway to make use of the new access into Harlow. This is supported by the general decrease in flows on the more minor north south roads between Bishop's Stortford and Harlow.
- Within Harlow there are minor but visible traffic increases along the key links in northern Harlow, including the A414 Edinburgh Way, First Avenue, Second Avenue and A414 London Road. This increase further supports the supposition that traffic within the northern part of Harlow has a greater propensity to use the more northerly M11 access point.

Figure 12-1 : Traffic Flow Difference between DM and DS models for Medium 2021 – AM

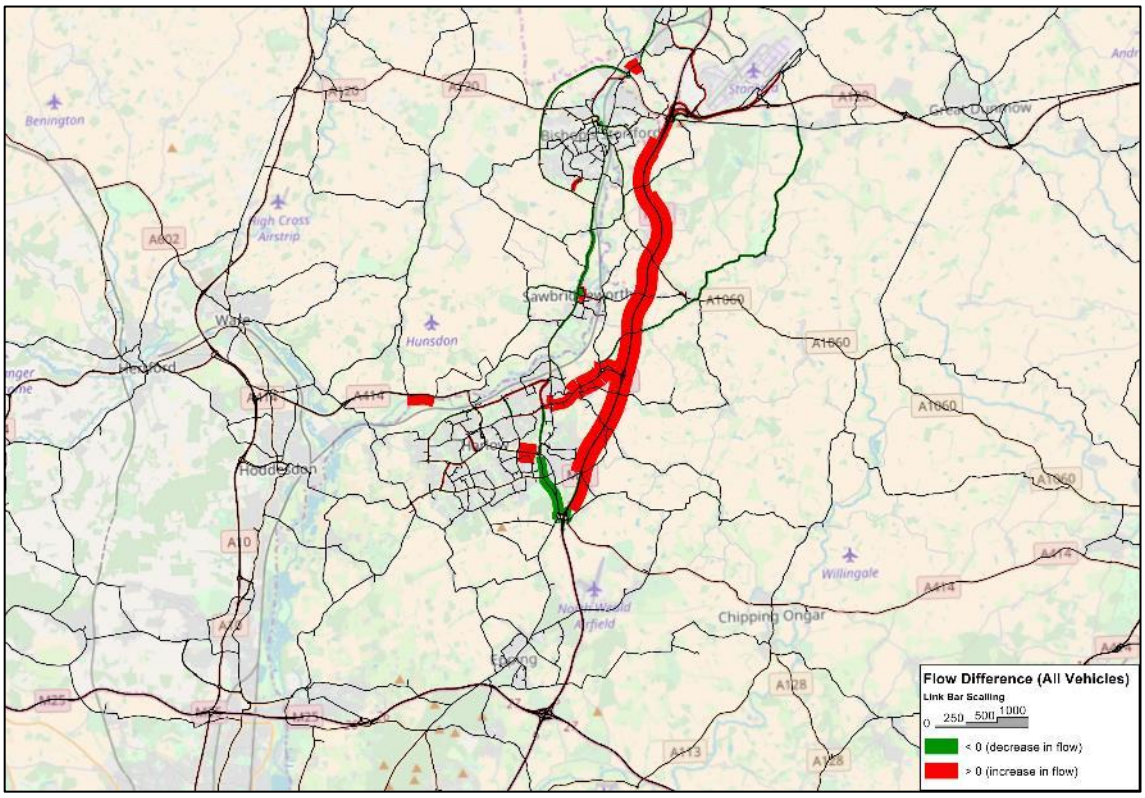
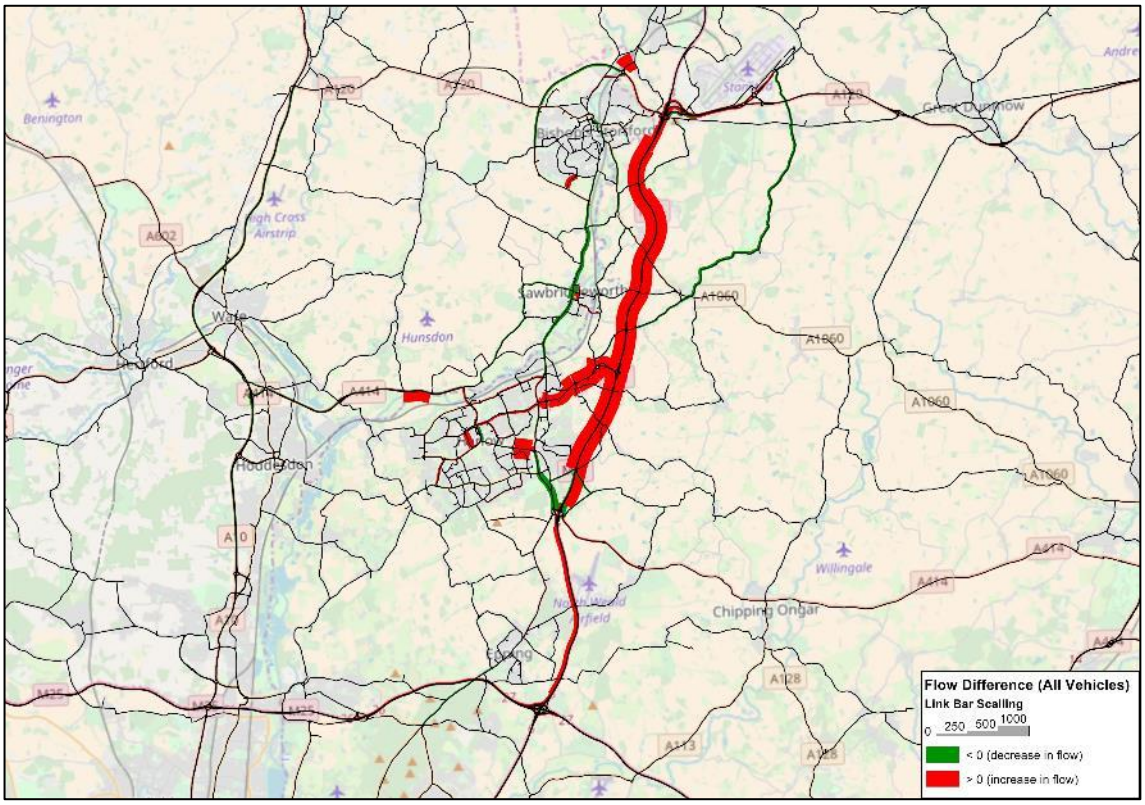
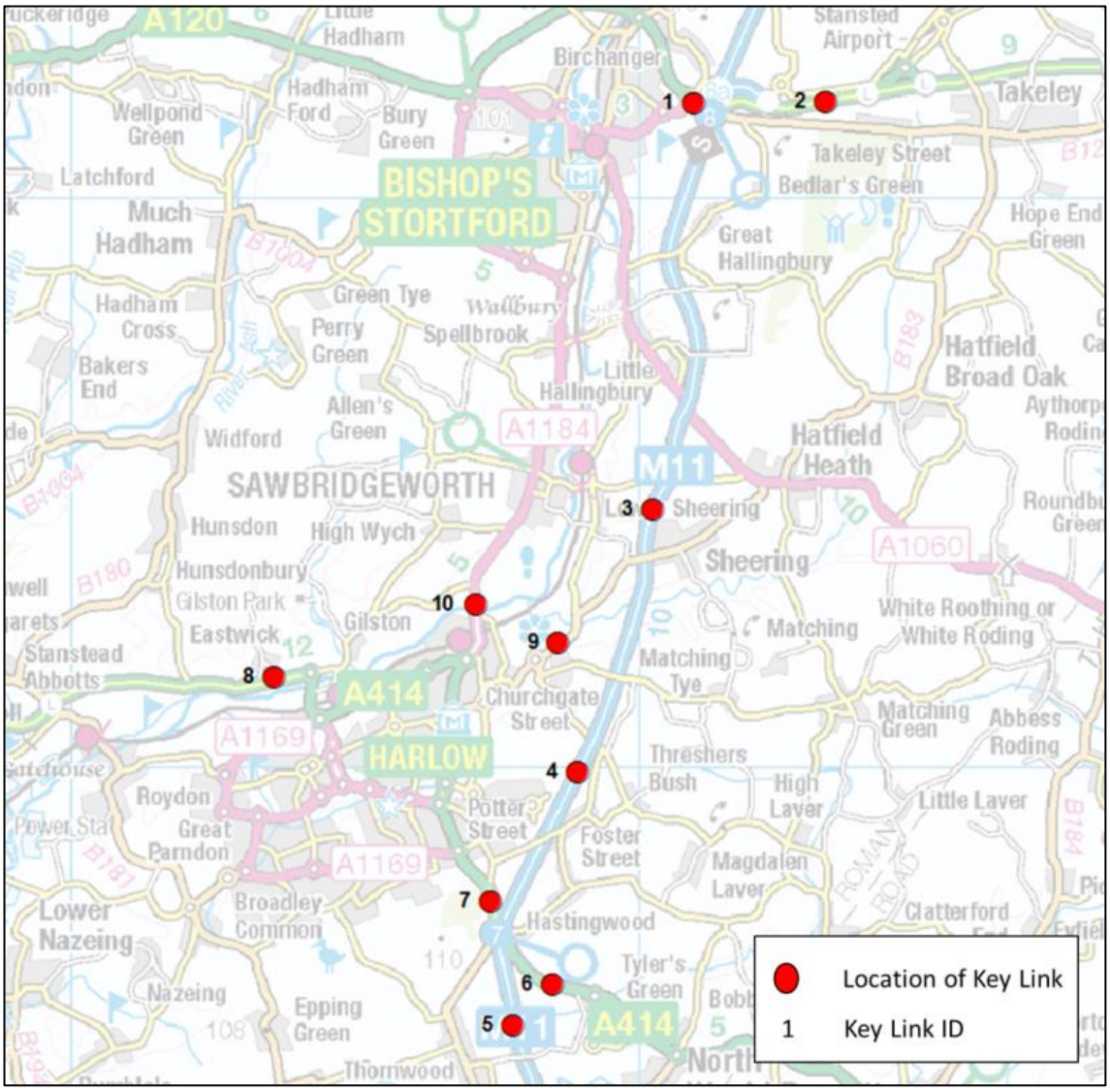


Figure 12-2 : Traffic Flow Difference between DM and DS models for Medium 2021 - PM



12.1.6 Figure 12-3 displays links in the road network that are considered important, similarly to Figure 11-3. This plot below includes one additional site on the M11, in order to better assess the traffic flow differences with the proposed scheme, M11 J7a, included.

Figure 12-3 : Locations of Key Links for Traffic Flow Comparison – Medium - DM to DS



12.1.7 The above links are examined on an individual basis for the AM and PM in The M11 north of J7a experiences a large increase in traffic as a result of better access to Harlow via the SRN; this encourages routing shifts to the motorway from local routes for many relatively short distance trips.

12.1.8 The most significant traffic growth for any link is on the B183 Gilden Way near the M11 J7a scheme itself. This link sees an 80% and 97% increase in flow for the AM and PM periods respectively. This road is now a major link between Harlow and the SRN, and traffic has grown accordingly.

12.1.9 Table 12-1. The table shows how 2-way total vehicle flows have changed between the Do-Minimum and Do-Something 2021 situations.

12.1.10 The table below mirrors the flow difference plots above as traffic is re-routing to the SRN away from the local road network, and in particular currently well utilised local rat-runs.

12.1.11 Reductions in traffic flow are modelled on the following links, demonstrating that the scheme helps to relieve these locations:

- A414, west of Eastwick Roundabout – this is the main road linking Harlow to the west, it experiences an important reduction in flow as a consequence of re-routing with M11 J7a introduced;
- A414 (west of J7) – this is currently the only principal road linking Harlow to the SRN, it sees a significant decrease in flow as a result of re-routing with M11 J7a introduced;
- A1184 Cambridge Road – this road is near to capacity and heavily congested in peak periods, the M11 J7a scheme removes traffic from this link particularly in the PM;
- M11 (south of J7a) – the M11 between J7 and J7a displays a reduction in flow as a result of the scheme with a new entry point allowing traffic to access the motorway at a more northerly location; and
- A120, west of M11 J8 - it sees a small decrease in flow as a result of re-routing with M11 J7a introduced in the AM.

12.1.12 Traffic flow has increased significantly on some links as a result of the scheme and consequent re-routing. There are a number of links, which display small increases, these links are strategic and include the M11 (expect between J7 and J7a), A120 and A414 (east of M11 J7).

12.1.13 The M11 north of J7a experiences a large increase in traffic as a result of better access to Harlow via the SRN; this encourages routing shifts to the motorway from local routes for many relatively short distance trips.

12.1.14 The most significant traffic growth for any link is on the B183 Gilden Way near the M11 J7a scheme itself. This link sees an 80% and 97% increase in flow for the AM and PM periods respectively. This road is now a major link between Harlow and the SRN, and traffic has grown accordingly.

Table 12-1 : Key link traffic flows –Medium 2021 DM and DS Comparison

ID	Link Name	2-way Traffic Flow (All Vehicles)							
		DM		DS		Difference DS - DM		% Change from DM to DS	
		AM	PM	AM	PM	AM	PM	AM	PM
1	A120, west of M11 J8	3915	3575	3880	3702	-36	127	-1%	4%
2	A120, between M11 J8 and Stansted Airport	5631	5712	5966	6042	335	331	6%	6%
3	M11, north of J7a	6836	7463	7789	8542	954	1079	14%	14%
4	M11, south of J7a			6382	6964	-453	-499	-7%	-7%
5	M11, south of J7	7540	8524	7604	8962	64	439	1%	5%
6	A414, east of M11 J7	1622	1430	1656	1597	35	167	2%	12%
7	A414, west of m11 J7	4643	4758	3645	4081	-997	-677	-21%	-14%
8	A414, west of Eastwick Roundabout	2262	2640	1057	1349	-1205	-1291	-53%	-49%
9	B183 Gilden Way, east of Harlowbury Rbt	1518	1427	2738	2804	1220	1377	80%	97%
10	A1184 Cambridge Road, at the River Stort bridge	1645	1573	1501	1312	-144	-261	-9%	-17%

12.2 Flow Impacts from the M11 J7a Scheme in 2036 for Medium Growth

12.2.1 Three future years have been assessed for each growth scenario, the impact of the M11 J7a scheme has already been discussed above, and the impact of the scheme in 2036 will follow in this section.

12.2.2 The plots below in Figure 12-4 and Figure 12-5 are for the AM peak and PM peak respectively. As with 2021 plots, which are zoomed to provide better detail of changes are provided in Appendix H for all three time periods.

12.2.3 The below figures show some large increases and decreases in traffic flow in different parts of the network. All are deemed logical considering the scheme that has been put in place in the DS situation. The changes for most of the network are similar to 2021, and Section 12.1 should be referred to.

12.2.4 There are no major differences in the patterns of traffic flow change observed for 2036 that suggest that the M11 J7a scheme has a different impact than to what is described for 2021. The only noticeable change is that the trends explained for 2021 are exaggerated in 2036. Where there are decreases in 2021 the decreases appear to be larger in 2036, and likewise with flow increases. This is simply because the volumes of traffic in the 2036 forecast year are markedly higher than in the modelled 2021 situation.

12.2.5 The most notable locations at which scheme impacts are greater than the 2021 observations are as follows:

- M11 – north of M11 J7a
- M11 – south of M11 J7a
- B183 Harlow Road – east of M11 J7a
- B1383 London Road – connection to M11 J7
- B183 Gilden Way –west of M11 J7a

Figure 12-4 : Traffic Flow Difference between DM and DS models for Medium 2036 - AM

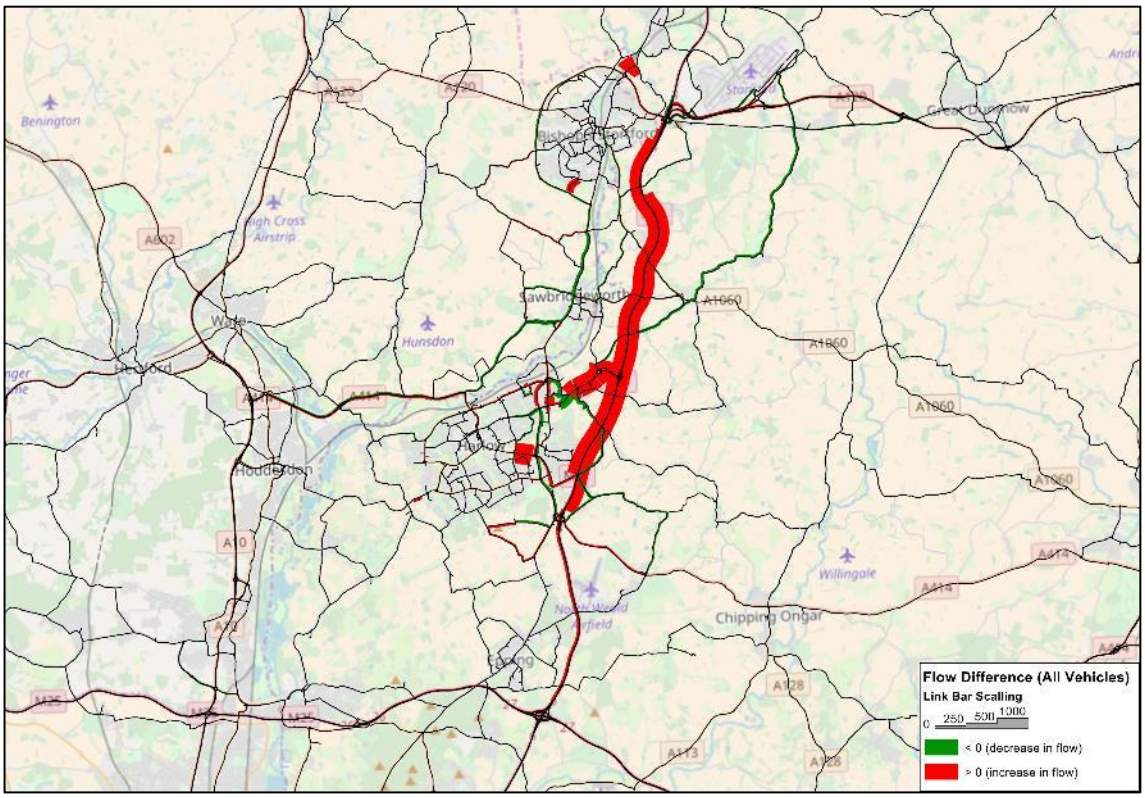
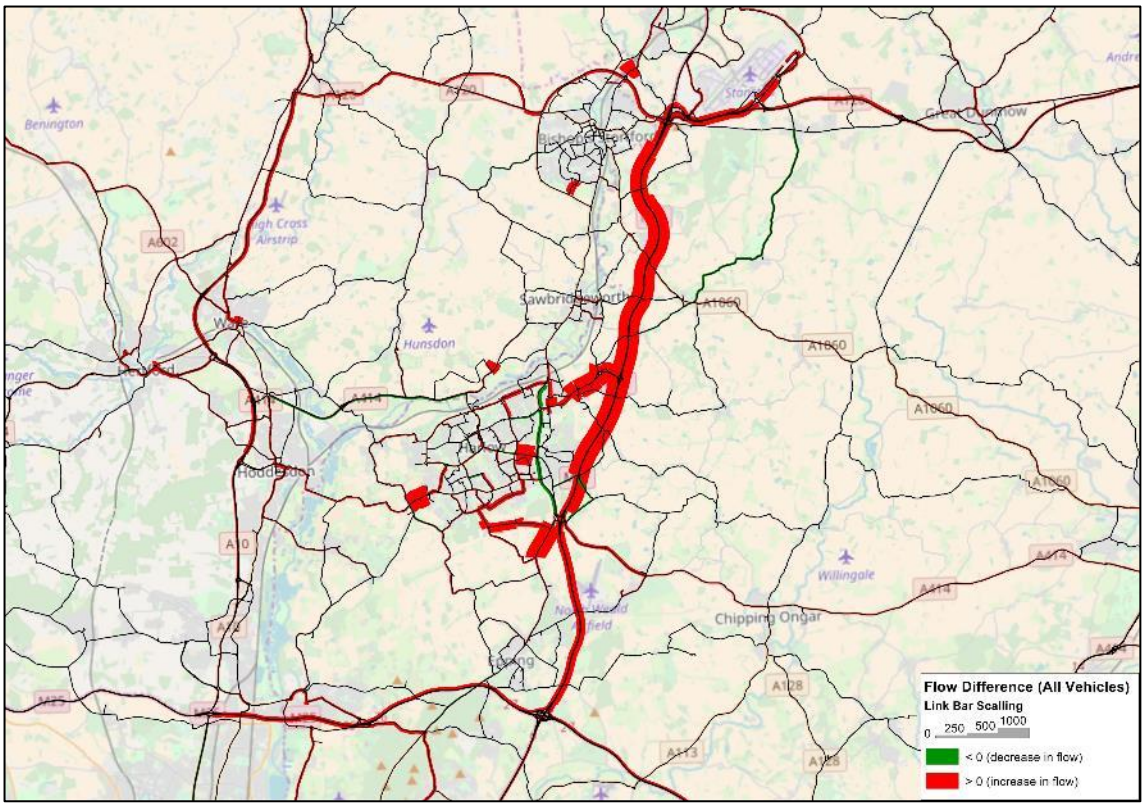


Figure 12-5 : Traffic Flow Difference between DM and DS models for Medium 2036 - PM



12.2.6 The key links identified in the previous section are also examined for the 2036 models in Table 12-2. The table shows how 2-way total vehicle flows have changed between the Do-Minimum and Do-Something 2036 situations.

12.2.7 The table below echoes findings from the 2021 analysis, with traffic re-routing to the SRN away from the local road network.

12.2.8 Reductions in traffic flow in 2036 are modelled on the following link, the reasons for a traffic flow decrease is likely to be the same as explained in the previous 2021 section:

- A414 (west of J7)

12.2.9 Three links show a mixed picture between time periods, however the changes are small in magnitude and probably represent that the scheme has little impact upon these sites in 2036. These links are as follows:

- M11 (south of J7a);
- A414 (west of Eastwick Roundabout); and
- A1184 Cambridge Road.

12.2.10 As in 2021, traffic flow has increased significantly on some links as a result of the scheme and consequent re-routing. There are a number of links, which display small increases, these links are strategic and include the M11 (expect between J7 and J7a, and south of J7a), A120 and A414 (east of M11 J7).

12.2.11 As explained in the 2021 analysis, the M11 north of J7a experiences a large increase in traffic as a result of better access to Harlow via the SRN.

12.2.12 The most significant traffic growth for any link is on the B183 Gilden Way near the M11 J7a scheme itself. This link sees a 19% and 51% increase in flow for the AM and PM periods respectively. This road is now a major link between Harlow and the SRN, and traffic has grown accordingly. The percentage increases are much smaller than those witnessed in 2021; this is due to traffic being constrained at this location due to limits on the capacity of this road.

Table 12-2 : Key link traffic flows –Medium 2036 DM and DS Comparison

ID	Link Name	2-way Traffic Flow (All Vehicles)							
		DM		DS		Difference DS - DM		% Change from DM to DS	
		AM	PM	AM	PM	AM	PM	AM	PM
1	A120, west of M11 J8	4613	4244	4757	4340	144	96	3%	2%
2	A120, between M11 J8 and Stansted Airport	6620	7092	6834	7496	214	405	3%	6%
3	M11, north of J7a	8384	8848	9078	9768	694	920	8%	10%
4	M11, south of J7a			8668	9036	284	189	3%	2%
5	M11, south of J7	9428	9841	9643	10445	215	603	2%	6%
6	A414, east of M11 J7	1938	1616	2118	1906	180	290	9%	18%
7	A414, west of M11 J7	5003	5359	4801	4827	-201	-532	-4%	-10%
8	A414, west of Eastwick Roundabout	2409	2033	2452	2010	42	-23	2%	-1%
9	B183 Gilden Way, east of Harlowbury Rbt	2008	1585	2397	2391	390	806	19%	51%
10	A1184 Cambridge Road, at the River Stort bridge	1890	1622	1933	1555	43	-67	2%	-4%

12.3 Flow Impacts from the M11 J7a Scheme in 2051 for Medium Growth

12.3.1 The plots below in Figure 12-6 and Figure 12-7 are for the AM peak and PM peak respectively. As with 2021 and 2036 plots, which are zoomed to provide better detail of changes are provided in Appendix H for all three time periods.

12.3.2 The below figures show some large increases and decreases in traffic flow in different parts of the network. All are deemed logical considering the scheme that has been put in place in the DS situation. The changes for most of the network are similar to 2021 and 2036, and Section 12.1 and Section 12.3 should be referred to respectively.

12.3.3 There are no major differences in the patterns of traffic flow change observed for 2051 that suggest that the M11 J7a scheme has a different impact than to what is described for 2021 and 2036. The only noticeable change is that the trends explained for 2036 are exaggerated in 2051. Where there are decreases in 2036 the decreases appear to be larger in 2051, and likewise with flow increases. This is simply because the volumes of traffic in the 2051 forecast year are markedly higher than in the modelled 2036 situation.

12.3.4 The most notable locations at which scheme impacts are greater than the 2036 observations are as follows:

- M11 – north of M11 J7a
- M11 – south of M11 J7a
- B183 Harlow Road – east of M11 J7a
- A414 connection to First Avenue – west of M11 J7a
- B183 Gilden Way –west of M11 J7a

Figure 12-6 : Traffic Flow Difference between DM and DS models for Medium 2051 - AM

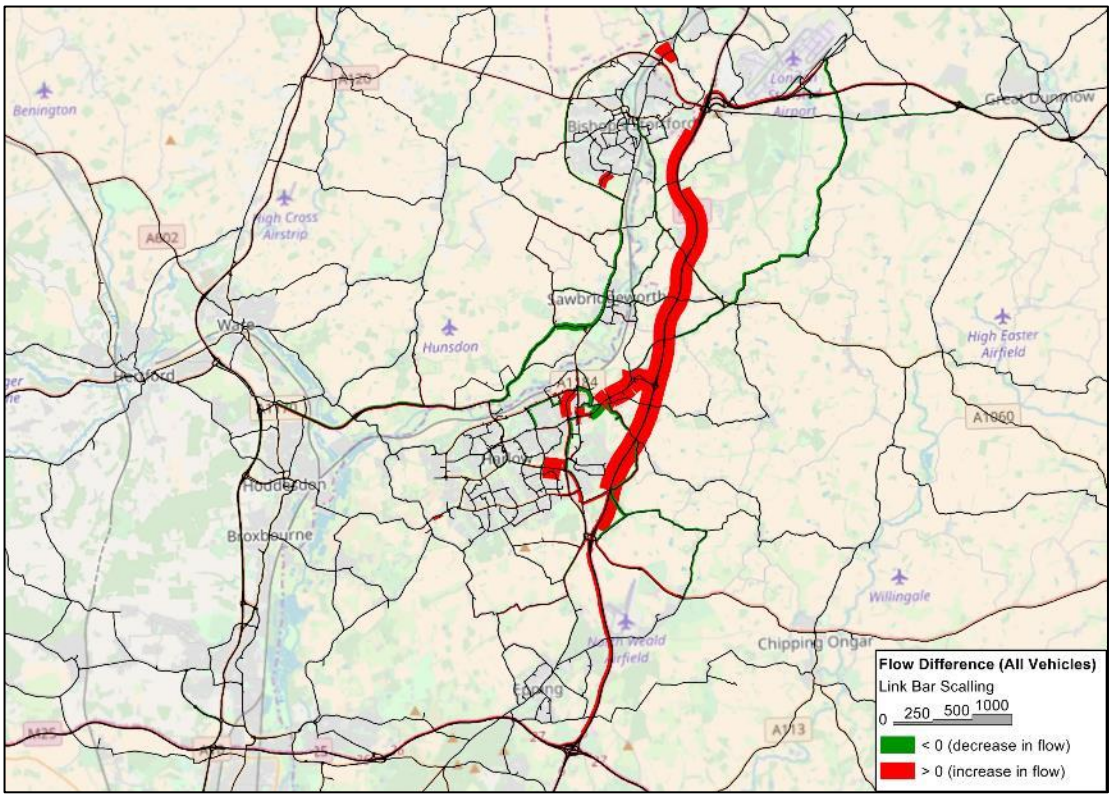
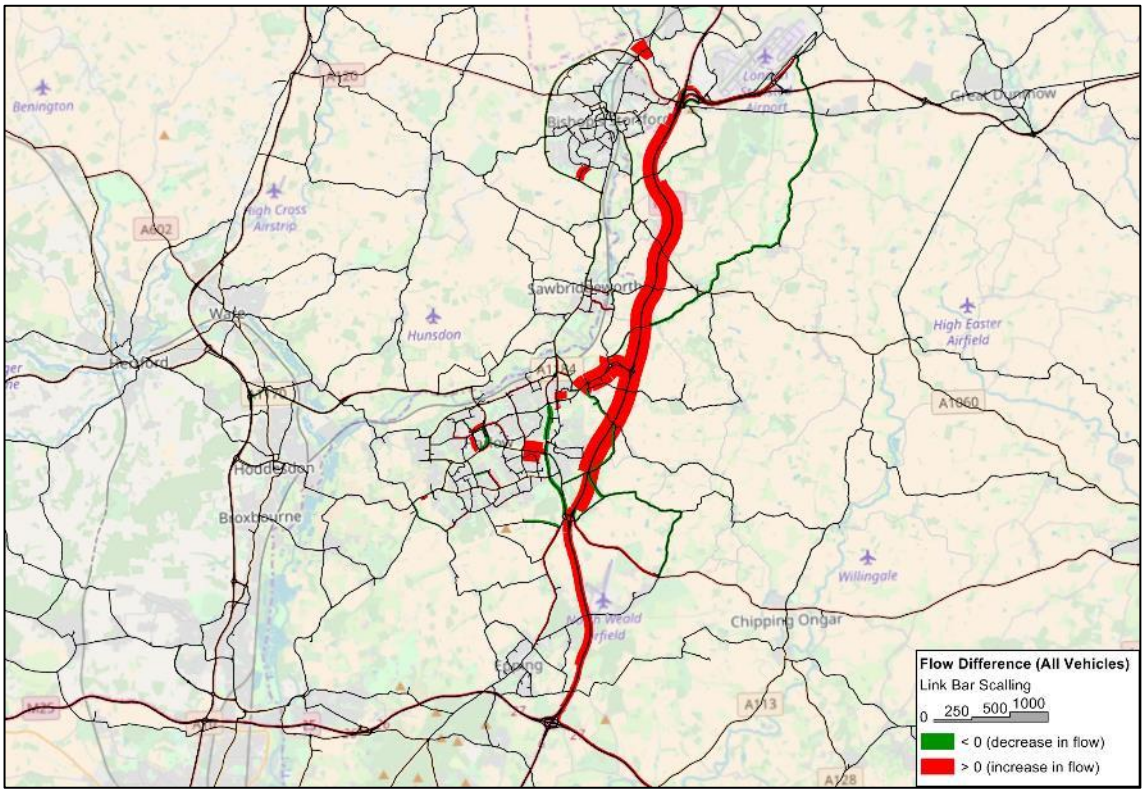


Figure 12-7 : Traffic Flow Difference between DM and DS models for Medium 2051 - PM



12.3.5 The key links identified in the previous sections are also examined for the 2051 models in Table 12-3. The table shows how 2-way total vehicle flows have changed between the Do-Minimum and Do-Something 2051 situations.

12.3.6 The table below echoes findings from the 2021 and 2036 analysis, with traffic re-routing to the SRN away from the local road network.

12.3.7 Reductions in traffic flow in 2051 are modelled on the following links, the reasons for a traffic flow decrease is likely to be the same as explained in the previous 2021 and 2036 section:

- A414, west of Eastwick Roundabout

12.3.8 Site 7 and Site 10 show a mixed picture between time periods, however the changes are small in magnitude and probably represent that the scheme has little impact upon these site in 2051.

12.3.9 Traffic flow has increased significantly along B183 Gilden Way as a result of the scheme and consequent re-routing. There are a number of links, which display small increases, these links are strategic and include the M11 (expect between J7 and J7a, and south of J7a), A120 and A414 (east of M11 J7).

12.3.10 The most significant traffic growth for any link is on the B183 Gilden Way as a result of being one of the main connector with the scheme and consequent re-routing. This link sees a 23% and 43% increase in flow for the AM and PM periods respectively. This road is now a major link between Harlow and the SRN, and traffic has grown accordingly. The percentage increases are much smaller than those witnessed in 2021 and 2036; this is due to traffic being constrained at this location due to limits on the capacity of this road.

Table 12-3 : Key link traffic flows –Medium 2051 DM and DS Comparison

ID	Link Name	2-way Traffic Flow (All Vehicles)							
		DM		DS		Difference DS - DM		% Change from DM to DS	
		AM	PM	AM	PM	AM	PM	AM	PM
1	A120, west of M11 J8	4569	4414	4758	4535	189	121	4%	3%
2	A120, between M11 J8 and Stansted Airport	7230	7548	7546	7968	316	420	4%	6%
3	M11, north of J7a	8866	9200	9605	10327	739	1127	8%	12%
4	M11, south of J7a			9256	9668	390	468	4%	5%
5	M11, south of J7	9900	10241	10266	11035	365	793	4%	8%
6	A414, east of M11 J7	2013	1618	2147	1872	134	254	7%	16%
7	A414, west of M11 J7	5029	5446	5031	5004	2	-442	0%	-8%
8	A414, west of Eastwick Roundabout	2512	2138	2491	2076	-21	-62	-1%	-3%
9	B183 Gilden Way, east of Harlowbury Rbt	2097	1670	2586	2391	489	722	23%	43%
10	A1184 Cambridge Road, at the River Stort bridge	1894	1677	1985	1642	91	-35	5%	-2%

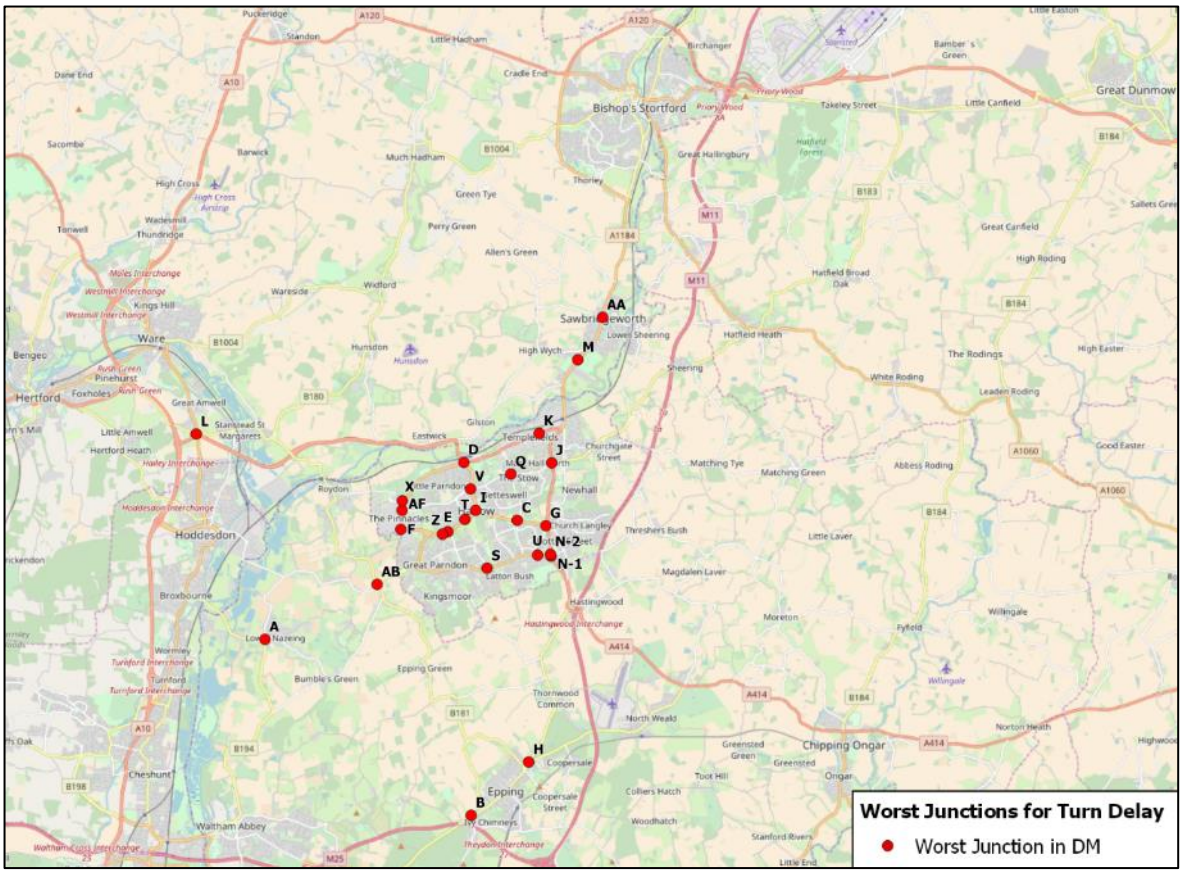
12.4 Impacts upon Delay from the M11 J7a Scheme in 2021 for Medium Growth

12.4.1 Section 11.5 describes the location of delay and capacity constraint across the detailed modelled area. The principle areas highlighted as congested were as follows:

- Lower Nazeing and Epping signalised junctions;
- Burnt Mill Roundabout in Harlow; and
- Key distributor routes in Harlow, including A414, A1025 Second Avenue, A1025 Third Avenue and Velizy Avenue.

12.4.2 Figure 12-8 shows the locations of the junctions identified as the worst for turn delay in 2021. Each junction has an individual ID and can also be found in Table 12-4, which displays the impact of the scheme upon these junctions.

Figure 12-8 : Location of Worst Junctions for delay in the Medium 2021 DM Models



12.4.3 The junctions shown below are in the same order as in the Table 11-5, therefore the junctions at the top of the list are those that suffer the worst turn delay in the Do-Minimum situation in 2021.

12.4.4 The key observations from the below values are that:

- The Lower Nazeing junction sees mixed impacts from M11 J7a with almost no increase in the AM and a small decrease in delay in the PM;
- Junctions in Epping experience only very minor mixed changes between the DM and DS simulations;
- Within Harlow and Sawbirdgeworth junctions that see a significant improvement from the M11 J7a scheme are as follows:
  - Second Avenue / Howard Way Roundabout, Harlow
  - Clocktower Roundabout, Harlow in the PM; and
  - A1025 Third Avenue / Three Horseshoes Road, Harlow.
- Conversely there a number of junctions, where turn delay significantly increases as a result of the introduction of the new motorway junction, this occurs at:
  - Burnt Mill Roundabout, Harlow
  - A414 London Road / B183 Gilden Way Roundabout, Harlow
  - Howard Way / First Avenue, Harlow; and
  - A1184 / West Road / Station Road Junction, Sawbridgeworth

12.4.5 Burnt Mill Roundabout experiences turn delay increases rising by more than four minutes in the AM and more than two and a half minutes in the PM.

12.4.6 Overall the scheme appears to have most positive impact on concentrated areas around the M11 J7 and the current connection to the SRN, as well as relieving some junctions where well used minor roads meet local A and B roads that have had some traffic re-routed away from them.

12.4.7 The M11 J7a increases strain at junctions in Harlow particularly along some of the key routes that are already suffering from high levels of turn delay.

Table 12-4 : Impact of the scheme upon the top 20 worse junctions in Medium DM 2021

ID	Location	Sum of turn delay (minutes)					
		AM		PM		Difference	
		DM	DS	DM	DS	AM	PM
A	Lower Nazeing Signals	12.39	12.42	8.51	8.09	0.03	-0.42
D	Burnt Mill Roundabout, Harlow	11.13	15.21	4.83	7.43	4.08	2.60
B	High Road / Theydon Road Signals, Epping	4.99	5.18	4.87	4.39	0.19	-0.48
J	A414 London Road / B183 Gilden Way Roundabout, Harlow	9.62	9.11	3.47	5.14	-0.51	1.67
V	A1019 Velizy Avenue / First Avenue Roundabout, Harlow	5.52	5.56	3.96	4.32	0.04	0.36
C	Second Avenue / Howard Way Roundabout, Harlow	4.91	3.53	4.02	3.73	-1.38	-0.29
AF	A1169 Elizabeth Way / Fourth Avenue, The Pinnacles	4.12	4.11	3.18	3.93	-0.01	0.75
I	Crowngate Junction, Harlow	3.11	3.06	3.4	3.49	-0.05	0.09
E	Third Avenue / Abercrombie Way Signals, Harlow	3.51	3.81	2.25	2.54	0.30	0.29
K	A414 Edinburgh Way / East Road Signals, Harlow	2.64	2.92	1.88	2.04	0.28	0.16
H	Thornwood Road / The Plain Signals, Epping	2.26	2.25	2.94	3.07	-0.01	0.13
G	Clocktower Roundabout, Harlow	2.31	1.14	2.42	2.42	-1.17	0.00
Q	Howard Way / First Avenue, Harlow	3.11	4.08	1.76	2.84	0.97	1.08
N-1	A414 London Road Hamburger Roundabout (southern signals)	2.39	2.05	1.86	1.52	-0.34	-0.34
AA	A1184 / West Road / Station Road Junction, Sawbridgeworth	2.26	5.14	1.99	4.78	2.88	2.79
F	A1169 Elizabeth Way / A1025 Third Avenue Roundabout (The Pinnacles)	7.34	7.44	-	-	0.10	-
Z	A1025 Third Avenue / Three Horseshoes Road, Harlow	2.93	0	-	-	-2.93	-
X	A1169 Elizabeth Way / Roydon Road, Harlow	-	-	2.66	2.33	-	-0.33
AB	B181 Epping Road / B1133 Water Lane, Broadly Common	2.6	3.73	-	-	1.13	-
T	Third Avenue / Haydens Road Roundabout, Harlow	2.36	3.23	-	-	0.87	-
M	A1184 Harlow Road / Hand Lane, Sawbridgeworth	2.32	1.76	-	-	-0.56	-
S	Southern Way / Partidge Road, Harlow	-	-	1.89	1.6	-	-0.29
U	A1169 Southern Way / Tracyes Road, Harlow	-	-	1.86	1.68	-	-0.18
N-2	A414 London Road Hamburger Roundabout (northern signals)	-	-	1.85	1.55	-	-0.30
L	Great Amwell Roundabout	-	-	1.84	1.62	-	-0.22

12.4.8 Figure 12-9 and Figure 12-10 found in this section of the report are for the AM peak and PM peak respectively, and show the difference in delays between the DM and DS networks. Thus, demonstrating the impact of the M11 J7a scheme upon congestion in the surrounding area. Plots for the IP can be found in Appendix I.

12.4.9 Note that the magnitude of delay is represented by the width of the bars, and not by their length. The length is only representative of the length of the coded link and not the extent of queuing or delay.

12.4.10 The measure of delay used for these plots considers the maximum turn delay (in seconds) on each arm of every junction that is coded within the model. The maximum turn delay refers to the worst turn on that arm. The delay for each turn is calculated as an average turn delay for vehicles across the whole hour period being assessed. Within VISUM the maximum turn delay for arms must be displayed for a specific user class, it is not calculated across all classes. Consequently, it was decided to select Car Commute (CC). Checks were carried out to ensure that there was not a large variation between user classes and it was found that the variation was usually zero and always negligible.

12.4.11 The green link bars represent a decrease in delay for this link, which represents an arm of the junction it goes in to. Conversely red link bars display locations where there is an increase in delay. All delay values are in seconds.

12.4.12 Only links with a difference over 30 seconds are displayed. Any changes smaller than this are not included in these plots.

12.4.13 The area covered within the plots includes entire detailed modelled area as well as some additional network to the east and the west.

12.4.14 The below figures show some significant increases and decreases in delay associated with the introduction of a new junction on the M11. All observed changes are deemed logical, especially when examined alongside the observations on traffic flow difference. An explanation of each significant change in 2021 is provided below:

- There are decreases in turn delay affecting links in Bishop's Stortford and Harlow town. These links represent some well used alternative routes to the M11 between these locations, a reduction in traffic on these routes as result of re-routing onto the M11 has led to significant improvements with regards delay. This is particularly evident along Thorley Street (Bishop's Stortford), Velizy Avenue (Harlow) and High Wych Lane (Sawbridgeworth).
- The A1184 Road is recognised to be the main route for traffic along the Harlow – Bishop's Stortford corridor. This road sees a marked increase in turn delay for traffic joining the A414 and B183 as result of the scheme for the same reasons as above.
- There are some minor increases in delay along B183 Gilden Way and Edinburgh Way as a consequence of the scheme, and resulting from additional traffic in these locations.
- There is also a marked increase of turn delay at M11 J6 in the PM as a result of re-routing onto the M11.

Figure 12-9 : Turn Delay Difference between DM and DS models for Medium 2021 – AM

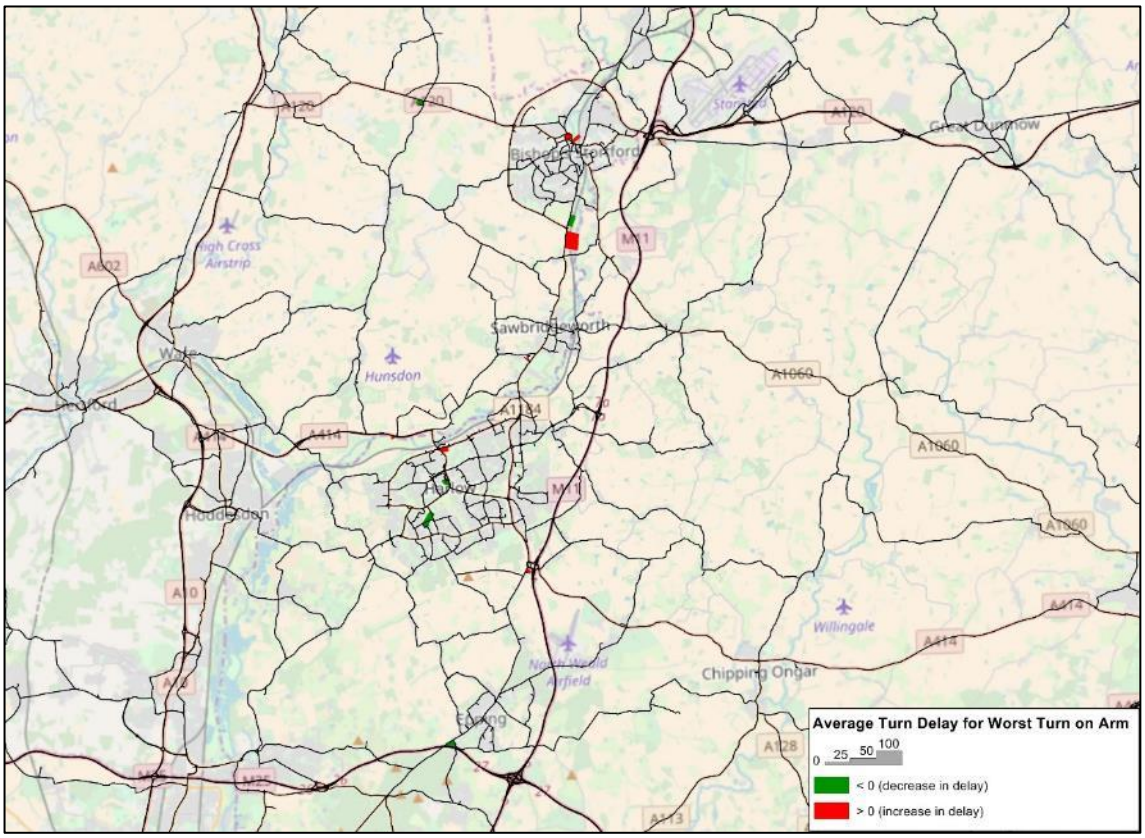
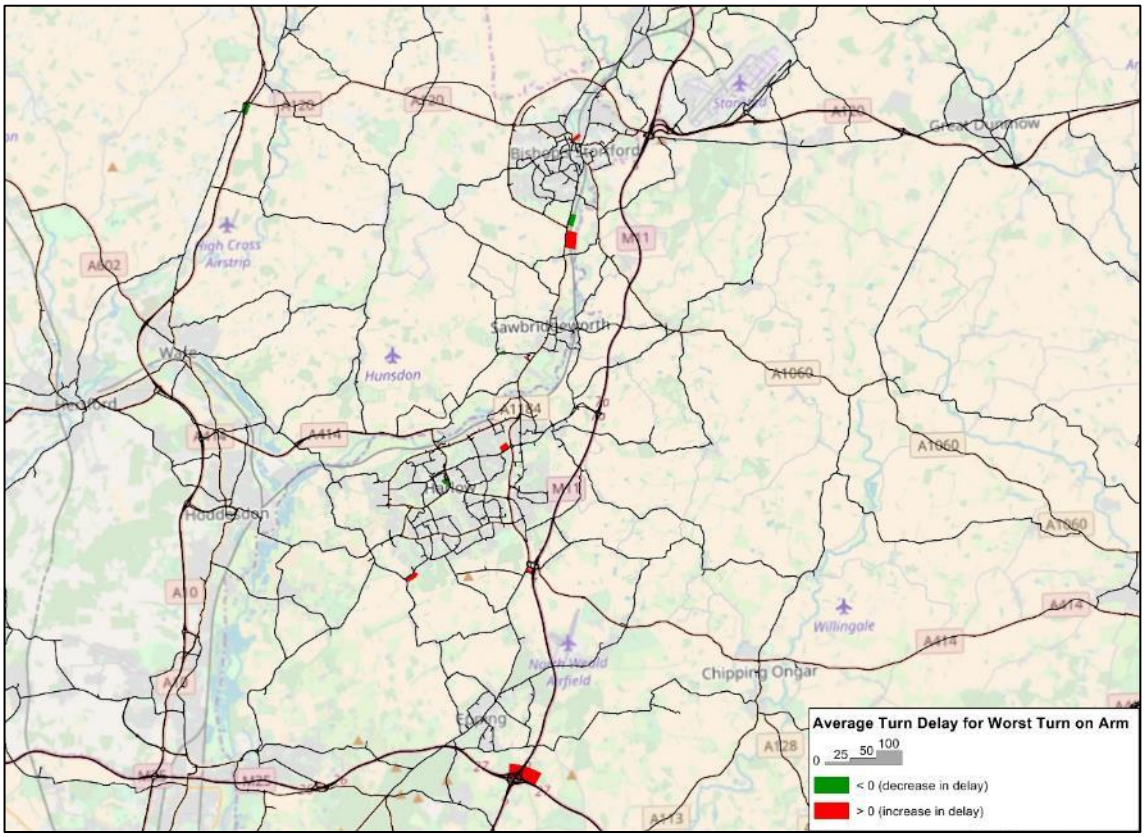


Figure 12-10 : Turn Delay Difference between DM and DS models for Medium 2021 - PM



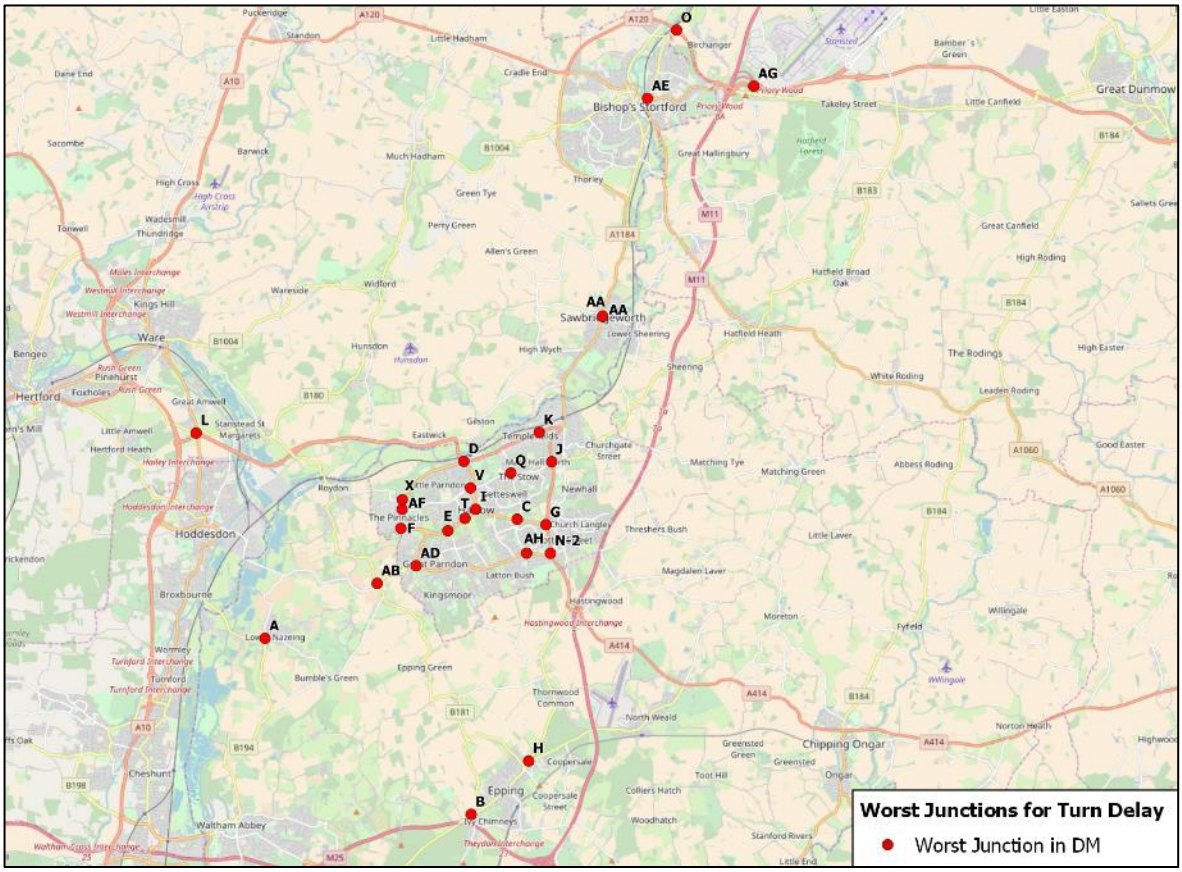
12.5 Impacts upon Delay from the M11 J7a Scheme in 2036 for Medium Growth

12.5.1 Section 11.6 describes the location of delay and capacity constraint across the detailed modelled area. The principle areas highlighted as congested were as follows:

- Lower Nazeing and Epping signalised junctions;
- Burnt Mill Roundabout in Harlow; and
- Key distributor routes in Harlow, including A414, A1025 Second Avenue, A1025 Third Avenue and Velizy Avenue.

12.5.2 Figure 12-11 shows the locations of the junctions identified as the worst for turn delay in 2036. Each junction has an individual ID and can also be found in Table 12-5, which displays the impact of the scheme upon these junctions.

Figure 12-11 : Location of Worst Junctions for delay in the Medium 2036 DM Models



12.5.3 The junctions shown below are in the same order as in the Table 11-6, therefore the junctions at the top of the list are those that suffer the worst turn delay in the Do-Minimum situation in 2036.

12.5.4 The key observations from the below values are that:

- Unlike the Medium Growth scenario, the signalised junctions in Epping are not significantly affected by the scheme;
- The signalised junction in Nazeing experiences a small increase in turn delay between the DM and DS simulations;
- Within Harlow and Sawbridgeworth most junctions see a significant improvement from the M11 J7a scheme, the largest improvements are as follows:
  - B181 Epping Road / B1133 Water Lane, Broadly Common

- Third Avenue / Abercrombie Way Signals, Harlow
- A414 London Road Hamburger Roundabout (northern signals), Harlow
- A1184 / West Road / Station Road Junction, Sawbridgeworth
- A1184 / West Road / Station Road Junction, Sawbridgeworth

- Additionally, junctions in Bishop's Stortford and Stansted Airport significantly improve; particularly at the A1250 /A1060 Bishop's Stortford;
- Conversely there is a number of junctions in Harlow where turn delay significantly increases as a result of the introduction of the new motorway junction, this occurs at:
  - Burnt Mill Roundabout, Harlow;
  - A1019 Velizy Avenue / First Avenue Roundabout, Harlow;
  - Third Avenue / Haydens Road Roundabout, Harlow;
  - Crowngate Junction, Harlow;
  - A1169 Southern Way / Trotters Road, Harlow;
  - A1169 Elizabeth Way / Roydon Road, Harlow; and
  - A414 Edinburgh Way / East Road Signals, Harlow;
- The two junctions most negatively affected by the scheme in 2021, Burnt Mill Roundabout and A414 London Road / B183 Gilden Way Roundabout, see mixed impacts in 2036. This is likely to be because planned network improvements in these areas have had some mitigating effect against the negative impacts of traffic growth generated at these junctions by the M11 J7a.

12.5.5 Overall the scheme appears to have a positive impact across most of the junctions that are severely congested in the Do-Minimum 2036 models. The junctions most negatively affected are centred in the vicinity of the scheme, and are located on those roads which will experience the largest increases in traffic flow as a consequence of the M11 J7a scheme.

Table 12-5 : Impact of the scheme upon the top 20 worse junctions in Medium DM 2036

ID	Location	Sum of turn delay (minutes)					
		AM		PM		Difference	
		DM	DS	DM	DS	AM	PM
A	Lower Nazeing Signals	11.56	12.61	7.02	7.34	1.05	0.32
D	Burnt Mill Roundabout, Harlow	19.89	22.11	6.45	7.41	2.22	0.96
AE	A1250 /A1060 Bishop's Stortford Cross	9.74	7.15	6.83	4.96	-2.59	-1.87
C	Second Avenue / Howard Way Roundabout, Harlow	6.73	8.48	4.7	3.28	1.75	-1.42
B	High Road / Theydon Road Signals, Epping	6.57	6.36	4.68	5.8	-0.21	1.12
AB	B181 Epping Road / B1133 Water Lane, Broadly Common	5.29	5.04	6.61	4.84	-0.25	-1.77
J	A414 London Road / B183 Gilden Way Roundabout, Harlow	10.14	11.2	3.82	2.66	1.06	-1.16
G	Clocktower Roundabout, Harlow	5.3	6.84	4.6	2.56	1.54	-2.04
V	A1019 Velizy Avenue / First Avenue Roundabout, Harlow	6.15	6.37	3.9	3.95	0.22	0.05
AG	Priory Wood Roundabout, Stansted Airport	4.6	3.84	4.04	3.7	-0.76	-0.34
AF	A1169 Elizabeth Way / Fourth Avenue, The Pinnacles	3.96	3.18	4.39	4.45	-0.78	0.06
E	Third Avenue / Abercrombie Way Signals, Harlow	4.03	3.95	3.27	3.23	-0.08	-0.04
Q	Howard Way / First Avenue, Harlow	5.03	4.36	2.88	3.35	-0.67	0.47
T	Third Avenue / Haydens Road Roundabout, Harlow	3.33	3.62	3.7	3.7	0.29	0.00
I	Crowngate Junction, Harlow	2.99	3.35	3.26	3.49	0.36	0.23
F	A1169 Elizabeth Way / A1025 Third Avenue Roundabout (The Pinnacles)	9.19	8.97	-	-	-0.22	-

ID	Location	Sum of turn delay (minutes)					
		AM		PM		Difference	
		DM	DS	DM	DS	AM	PM
O	A120 Bishop's Stortford Ring Road / B1383 Stansted Road Roundabout, Bishop's Stortford	3.79	3.41	-	-	-0.38	-
AH	A1169 Southern Way / Trotters Road, Harlow	3.68	4.27	-	-	0.59	-
H	Thornwood Road / The Plain Signals, Epping	-	-	3.61	3.54	-	-0.07
AD	A1169 Katherine's Way / Water Lane, Harlow	3.25	3	-	-	-0.25	-
N-2	A414 London Road Hamburger Roundabout (northern signals)	-	-	3.21	2.4	-	-0.81
X	A1169 Elizabeth Way / Roydon Road, Harlow	-	-	3.16	3.52	-	0.36
K	A414 Edinburgh Way / East Road Signals, Harlow	3.01	3.2	-	-	0.19	-
AA	A1184 / West Road / Station Road Junction, Sawbridgeworth	-	-	2.87	2.07	-	-0.80
AA	A1184 / West Road / Station Road Junction, Sawbridgeworth	-	-	2.87	2.07	-	-0.80
L	Great Amwell Roundabout	-	-	2.84	2.42	-	-0.42

12.5.6 Figure 12-12 and Figure 12-13 found below are for the AM peak and PM peak respectively for 2036, and show the difference in delays between the DM and DS networks. Plots for the IP can be found in Appendix I.

12.5.7 Note that the magnitude of delay is represented by the width of the bars, and not by their length. The length is only representative of the length of the coded link and not the extent of queuing or delay.

12.5.8 The changes for most of the network are similar to 2021, and Section 12.3 above should be referred to.

12.5.9 There are no major differences in the patterns of delay change observed for 2036 compared to 2021. However, where there are decreases in 2021 the decreases appear to be larger in 2036, and likewise with delay increases. This is likely to be because the volumes of traffic in the 2036 forecast year are significantly higher than in the modelled 2021 situation, therefore producing more delay.

12.5.10 There are a few locations at which the trends are different from 2021, these are described below:

- There are further improvements with decreasing delay between Bishop's Stortford / Stansted Airport and Harlow. More roads in this area see delay reductions, particularly along B183 Dunmow Road (north of Hatfield Heath), B1004 Winding Hill (west of Bishop Stortford), A1060 and the minor roads that fed it.
- In the AM Lower Sheering Road experiences a decrease in delay compared to 2021. This is likely to be as a result of a small change in flow as this junction is minor and therefore highly sensitive modelled changes.
- At the Latton Priory development in both time periods there are changes to delay at the access road's junction with the B1393 London Road. This junction is coded with a conceptual layout; it is anticipated that the final built junction will operate more consistently and effectively than is show in this scenario for 2036.

Figure 12-12 : Turn Delay Difference between DM and DS models for Medium 2036 – AM

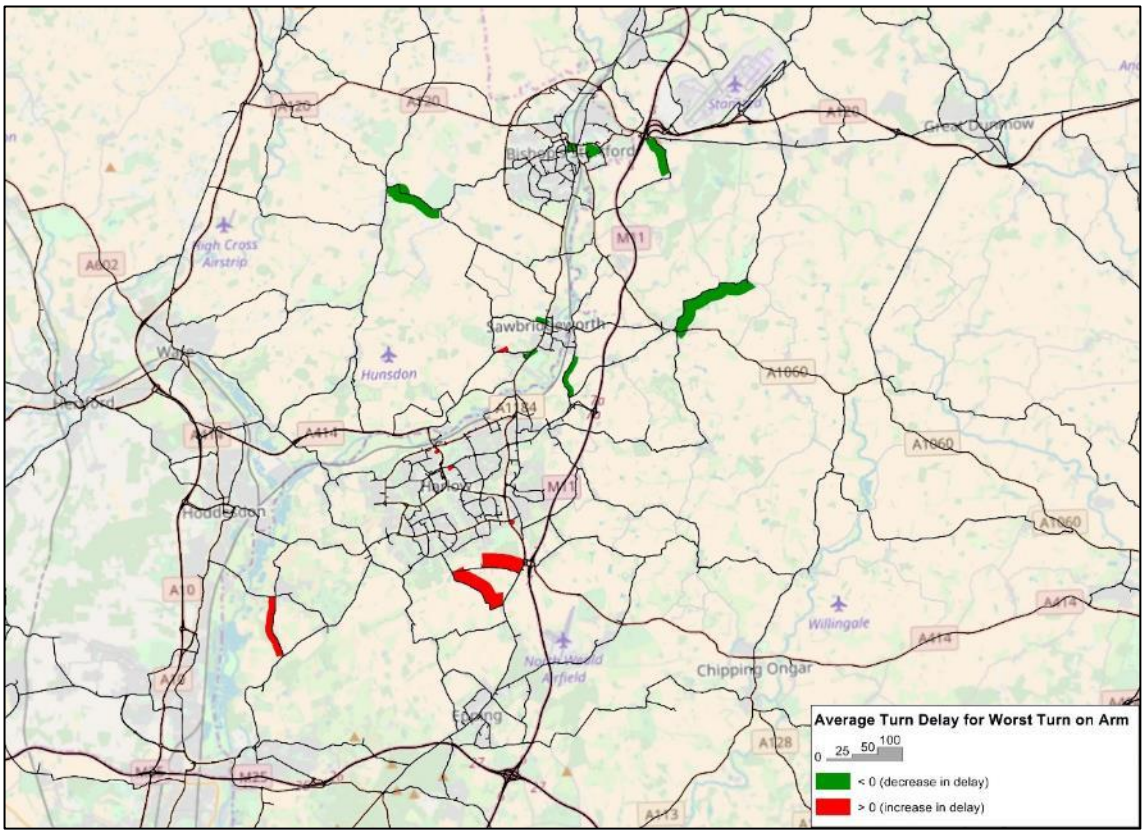
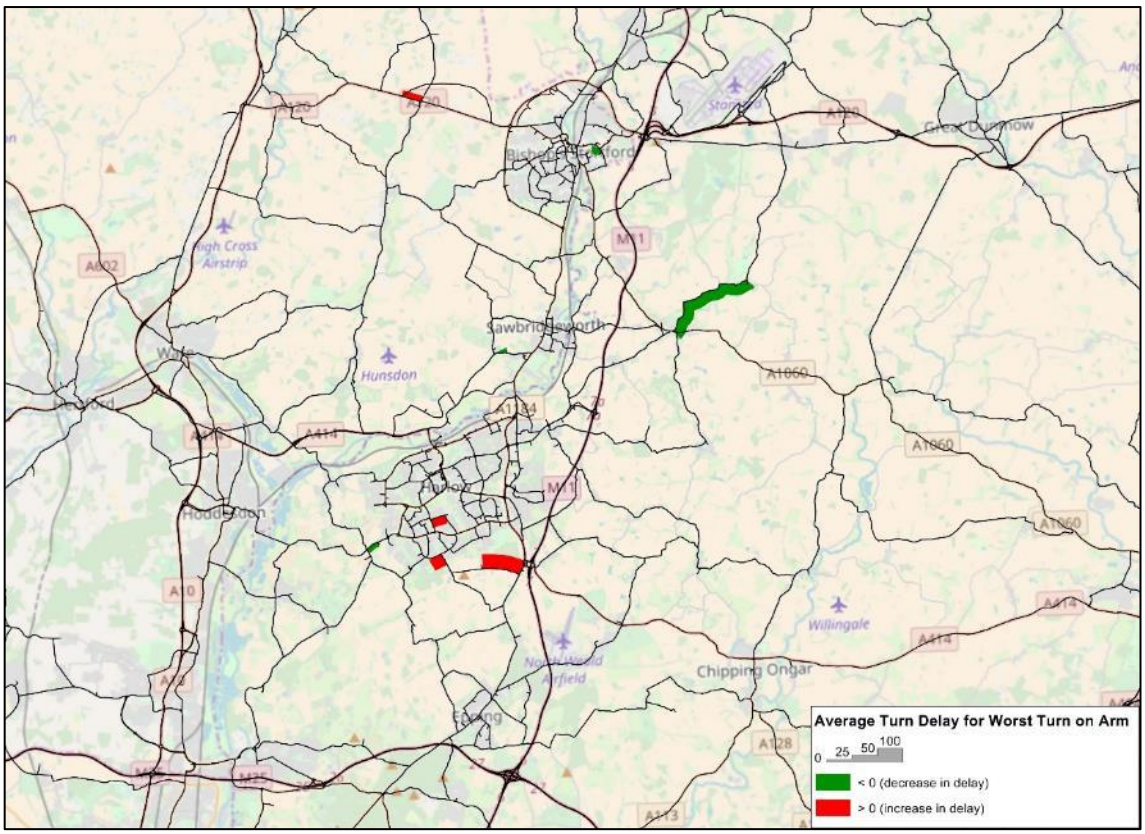


Figure 12-13 : Turn Delay Difference between DM and DS models for Medium 2036 - PM



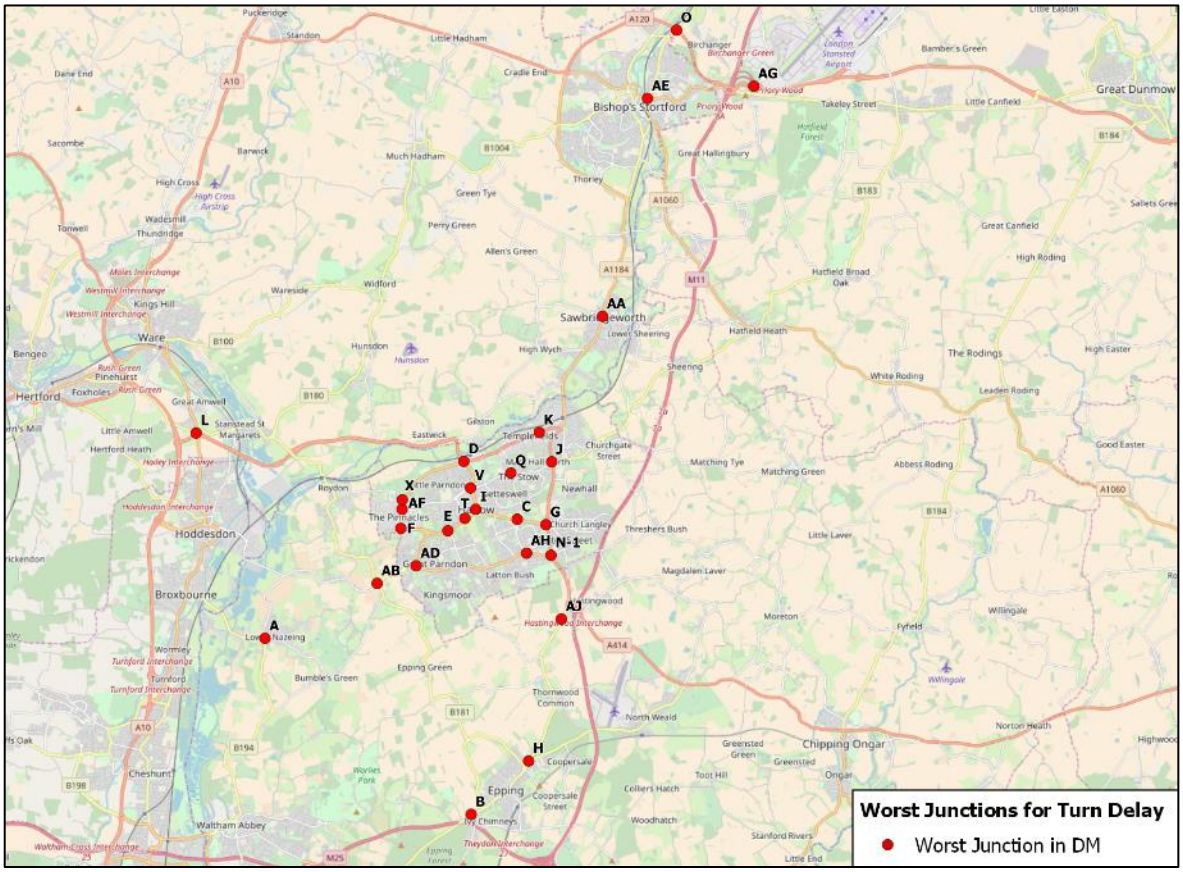
12.6 Impacts upon Delay from the M11 J7a Scheme in 2051 for Medium Growth

12.6.1 Section 11.7 describes the location of delay and capacity constraint across the detailed modelled area. The principle areas highlighted as congested were as follows:

- Lower Nazeing and Epping signalised junctions;
- Burnt Mill Roundabout in Harlow; and
- Key distributor routes in Harlow, including A414, A1025 Second Avenue, A1025 Third Avenue and Velizy Avenue.

12.6.2 Figure 12-14 shows the locations of the junctions identified as the worst for turn delay in 2051. Each junction has an individual ID and can also be found in Table 12-6, which displays the impact of the scheme upon these junctions.

Figure 12-14: Location of Worst Junctions for delay in the Medium 2051 DM Models



12.6.3 The junctions shown below are in the same order as in the Table 11-7, therefore the junctions at the top of the list are those that suffer the worst turn delay in the Do-Minimum situation in 2051.

12.6.4 The key observations from the below values are that:

- Signalised junctions in Epping and Nazeing are not significantly affected by the scheme as they experience small decrease in turn delay between the DM and DS simulations;
- Within Harlow and Sawbridgeworth most junctions see a significant improvement from the M11 J7a scheme, the largest improvements are as follows:
  - Third Avenue / Haydens Road Roundabout, Harlow Third Avenue / Abercrombie Way Signals, Harlow; and
  - A414 London Road Hamburger Roundabout (northern signals), Harlow

- Additionally, junctions in Bishop's Stortford and Stansted Airport significantly improve; particularly at the A1250 /A1060 Bishop's Stortford;
- Conversely there is a number of junctions in Harlow and Sawbridgeworth where turn delay significantly increases as a result of the introduction of the new motorway junction, this occurs at:
  - Burnt Mill Roundabout, Harlow;
  - Crowngate Junction, Harlow;
  - A1169 Southern Way / Trotters Road, Harlow;
  - A1169 Elizabeth Way / Roydon Road, Harlow; and
  - A414 Edinburgh Way / East Road Signals, Harlow;
  - B181 Epping Road / B1133 Water Lane, Broadly Common' Harlow;
  - Clocktower Roundabout, Harlow;
  - B1393 London Road/Latton Priory, Harlow;
  - A1169 Elizabeth Way / A1025 Third Avenue Roundabout (The Pinnacles), Harlow;
  - Howard Way / First Avenue, Harlow;
  - A1169 Katherine's Way / Water Lane, Harlow;
  - A414 London Road Hamburger Roundabout (southern signals), Harlow; and
  - A1184 / West Road / Station Road Junction, Sawbridgeworth
- The two junctions most negatively affected by the scheme in 2036, Burnt Mill Roundabout and Lower Nazeing Signals, see mixed impacts in 2051. This is likely to be because planned network improvements in these areas have had some mitigating effect against the negative impacts of traffic growth generated at these junctions by the M11 J7a.

12.6.5 Overall the scheme appears to have a positive impact across most of the junctions that are severely congested in the Do-Minimum 2051 models. The junctions most negatively affected are centred in the vicinity of the scheme, and are located on those roads which will experience the largest increases in traffic flow as a consequence of the M11 J7a scheme.

Table 12-6 : Impact of the scheme upon the top 20 worse junctions in Medium DM 2051

ID	Location	Sum of turn delay (minutes)					
		AM		PM		Difference	
		DM	DS	DM	DS	AM	PM
D	Burnt Mill Roundabout, Harlow	19.89	24.81	6.45	8.98	4.92	2.53
A	Lower Nazeing Signals	11.56	11.13	7.02	6.99	-0.43	-0.03
AE	A1250 /A1060 Bishop's Stortford Cross	9.74	8.14	6.83	6.21	-1.60	-0.62
AB	B181 Epping Road / B1133 Water Lane, Broadly Common	5.29	6.41	6.61	8.45	1.12	1.84
G	Clocktower Roundabout, Harlow	5.3	10.12	4.6	5.11	4.82	0.51
J	A414 London Road / B183 Gilden Way Roundabout, Harlow	10.14	15.27	3.82	3.38	5.13	-0.44
C	Second Avenue / Howard Way Roundabout, Harlow	6.73	9.24	4.7	4.36	2.51	-0.34
V	A1019 Velizy Avenue / First Avenue Roundabout, Harlow	6.15	6.08	3.9	5.54	-0.07	1.64
B	High Road / Theydon Road Signals, Epping	6.57	6.13	4.68	4.59	-0.44	-0.09
F	A1169 Elizabeth Way / A1025 Third Avenue Roundabout (The Pinnacles)	9.19	9.77	-	-	0.58	-
Q	Howard Way / First Avenue, Harlow	5.03	6.88	2.88	4.56	1.85	1.68
T	Third Avenue / Haydens Road Roundabout, Harlow	3.33	3.21	3.7	2.93	-0.12	-0.77
AG	Priory Wood Roundabout, Stansted Airport	4.6	4.75	4.04	3.51	0.15	-0.53

ID	Location	Sum of turn delay (minutes)					
		AM		PM		Difference	
		DM	DS	DM	DS	AM	PM
E	Third Avenue / Abercrombie Way Signals, Harlow	4.03	3.85	3.27	3.07	-0.18	-0.20
O	A120 Bishop's Stortford Ring Road / B1383 Stansted Road Roundabout, Bishop's Stortford	3.79	5.93	-	-	2.14	-
L	Great Amwell Roundabout	-	-	2.84	3.29	-	0.45
AF	A1169 Elizabeth Way / Fourth Avenue, The Pinnacles	3.96	3.17	4.39	4.63	-0.79	0.24
AH	A1169 Southern Way / Trotters Road, Harlow	3.68	5.56	-	-	1.88	-
AD	A1169 Katherine's Way / Water Lane, Harlow	3.25	3.37	-	-	0.12	-
X	A1169 Elizabeth Way / Roydon Road, Harlow	-	-	3.16	3.43	-	0.27
N-1	A414 London Road Hamburger Roundabout (southern signals)	-	-	-	-	-	-
K	A414 Edinburgh Way / East Road Signals, Harlow	3.01	3.14	-	-	0.13	-
I	Crowngate Junction, Harlow	2.99	3.39	3.26	3.39	0.40	0.13
AA	A1184 / West Road / Station Road Junction, Sawbridgeworth	-	-	2.87	3.28	-	0.41
H	Thornwood Road / The Plain Signals, Epping	-	-	3.61	3.84	-	0.23

12.6.6 Figure 12-15 and Figure 12-16 found below are for the AM peak and PM peak respectively for 2051, and show the difference in delays between the DM and DS networks. Plots for the IP can be found in Appendix I.

12.6.7 The changes for most of the network are similar to 2036, and Section 12.3 above should be referred to.

12.6.8 There are no major differences in the patterns of delay change observed for 2051 compared to 2051. However, where there are decreases in 2036 the decreases appear to be larger in 2051, and likewise with delay increases. This is likely to be because the volumes of traffic in the 2051 forecast year are significantly higher than in the modelled 2036 situation, therefore producing more delay.

Figure 12-15: Turn Delay Difference between DM and DS models for Medium 2051 – AM

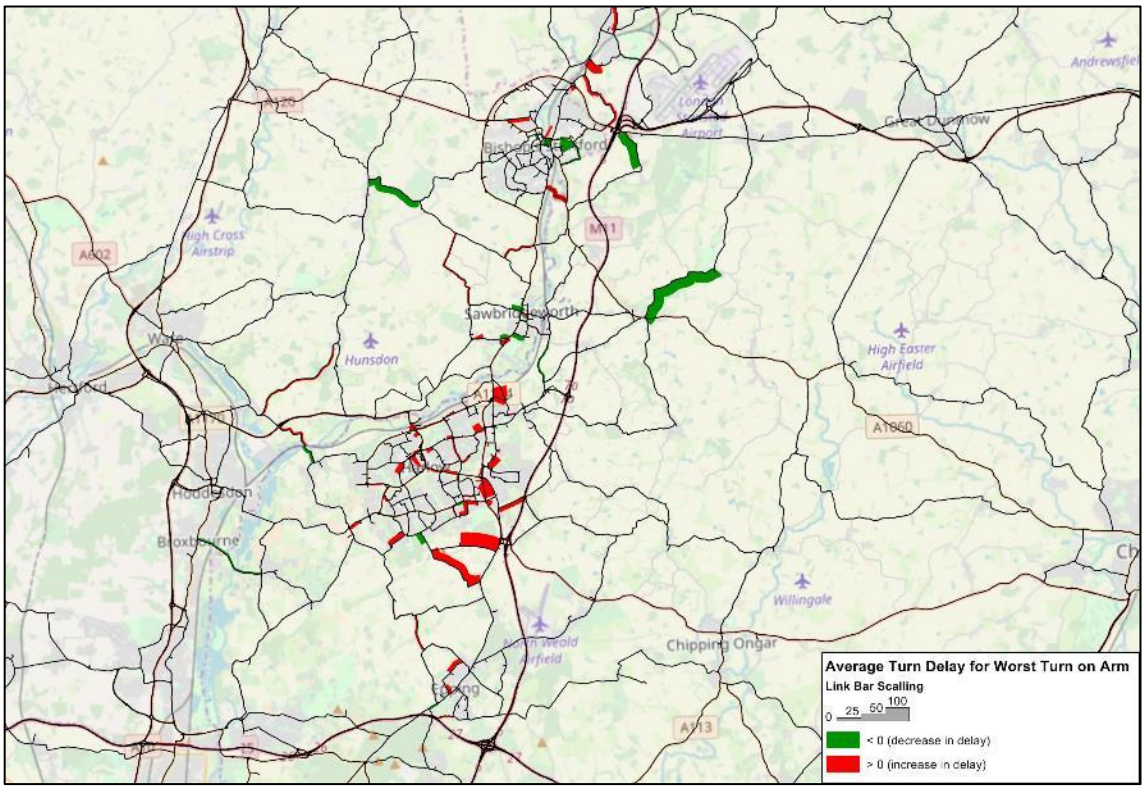
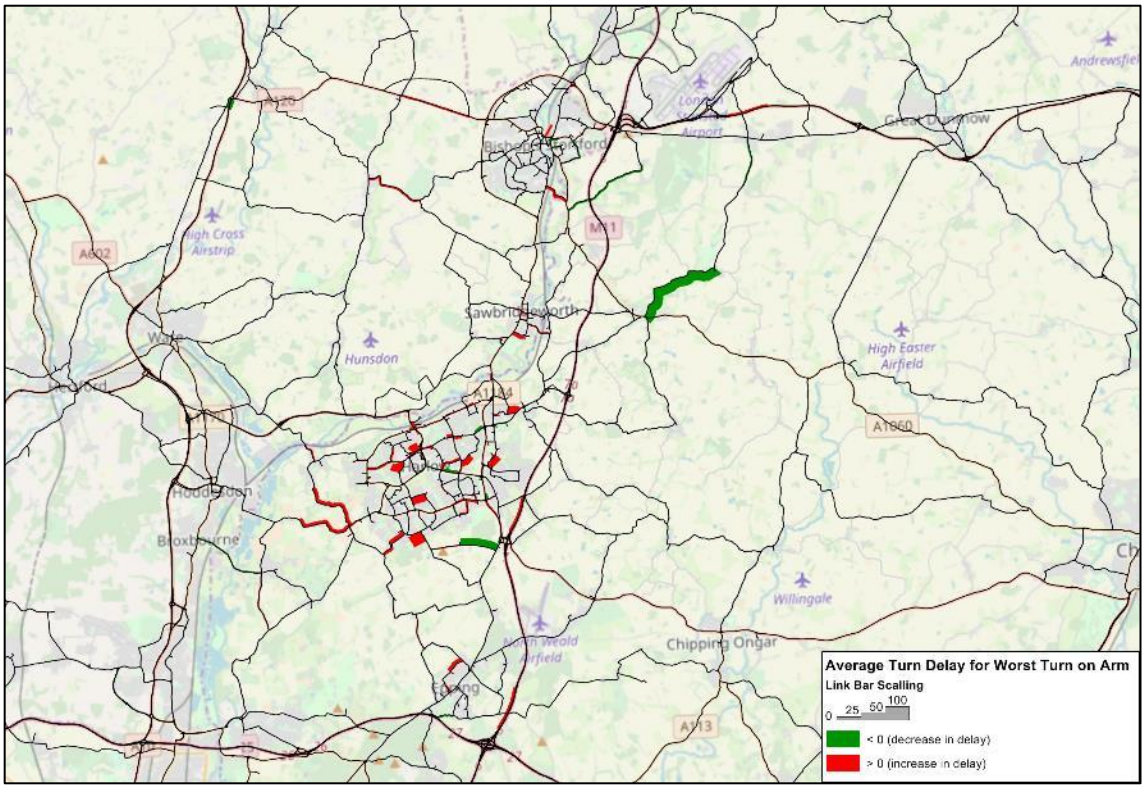


Figure 12-16: Turn Delay Difference between DM and DS models for Medium 2051 – PM



13. Forecast Model Output – High Scenario

13.1 Flow Changes between the Base Year and 2021 for High Growth

13.1.1 The increases in traffic flows expected in 2021 are illustrated in the plots below. In the plots, the increase in flow is shown as red bands, and green bands indicate flow reductions that occur in the forecast year. All difference plots are produced by analysing total vehicle flows, which includes all five user classes.

13.1.2 The plots below in In Harlow, there are significant increases in traffic around key growth sites such as the committed developments at Harlowbury, New Hall and Eastwick. The extra trips produced by these developments leads to significant traffic growth along key routes, for example the A414, B183 Gilden Way and roads leading into M11 J7.

13.1.3 In Bishop's Stortford noticeable increases in traffic flow is shown around the vicinity of the Bishop's Stortford North development site. The extra trips generated by this site, together with the new A120 Little Hadham bypass, contribute to increased flows on the A120 around the town, particularly leading into M11 J8.

13.1.4 There a large increase in traffic levels at Stansted Airport, which affects the road network around it, this is particularly evident during the AM peak.

13.1.5 Although across the network traffic flow generally increases, there are a number of locations at which flow reduces between 2014 and 2021, in most cases this is due to local network improvements resulting in routing changes. An example of such locations is Harlow town centre. There are some routing changes around the town centre which are likely to be as a result of planned local junction improvements that have been modelled.

13.1.6 Figure 13-1 and Figure 13-2 are for the AM peak and PM peak hours respectively. The area shown covers the entire detailed modelled area as well as some additional network to the east and the west. Plots, which are zoomed to provide more detail of changes, are also provided in Appendix H for all three time periods.

13.1.7 The plots show a general increase in traffic across the area covered by the M11 J7a Model; this is particularly evident on the SRN.

13.1.8 In Harlow, there are significant increases in traffic around key growth sites such as the committed developments at Harlowbury, New Hall and Eastwick. The extra trips produced by these developments leads to significant traffic growth along key routes, for example the A414, B183 Gilden Way and roads leading into M11 J7.

13.1.9 In Bishop's Stortford noticeable increases in traffic flow is shown around the vicinity of the Bishop's Stortford North development site. The extra trips generated by this site, together with the new A120 Little Hadham bypass, contribute to increased flows on the A120 around the town, particularly leading into M11 J8.

13.1.10 There a large increase in traffic levels at Stansted Airport, which affects the road network around it, this is particularly evident during the AM peak.

13.1.11 Although across the network traffic flow generally increases, there are a number of locations at which flow reduces between 2014 and 2021, in most cases this is due to local network improvements resulting in routing changes. An example of such locations is Harlow town centre. There are some routing changes around the town centre which are likely to be as a result of planned local junction improvements that have been modelled.

Figure 13-1 : Traffic Flow Difference between Base 2014 and High DM 2021 models - AM

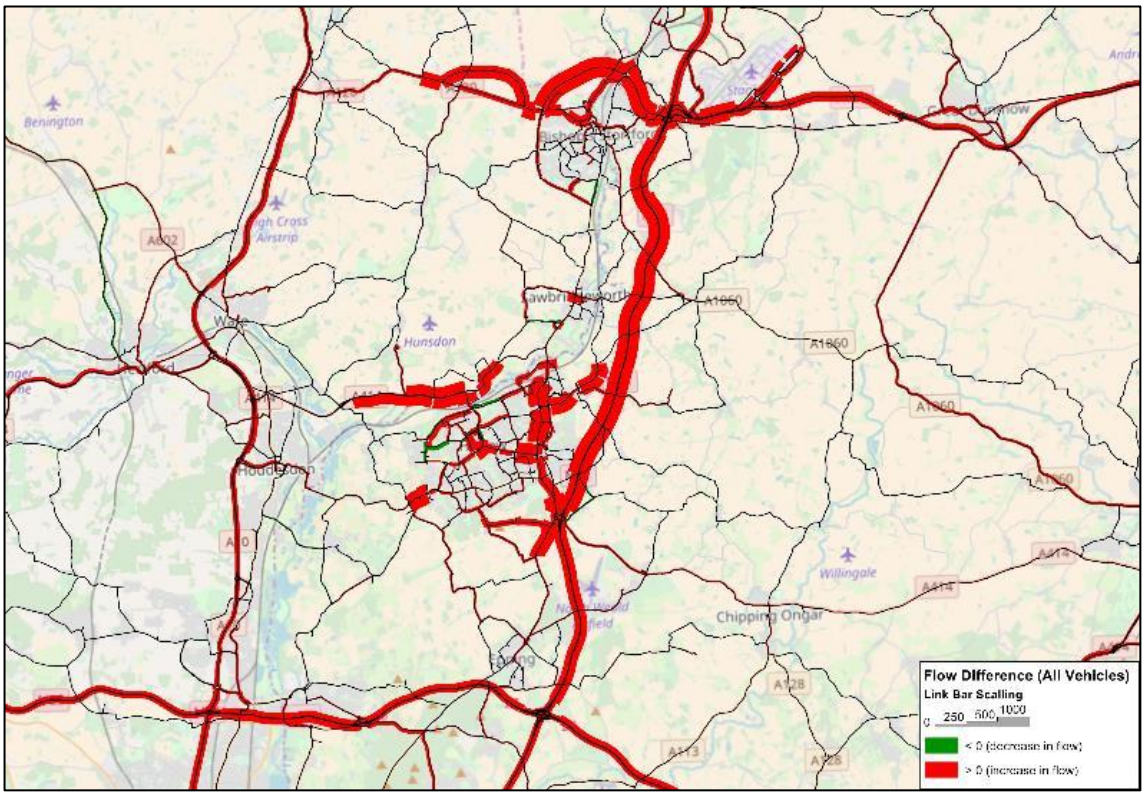
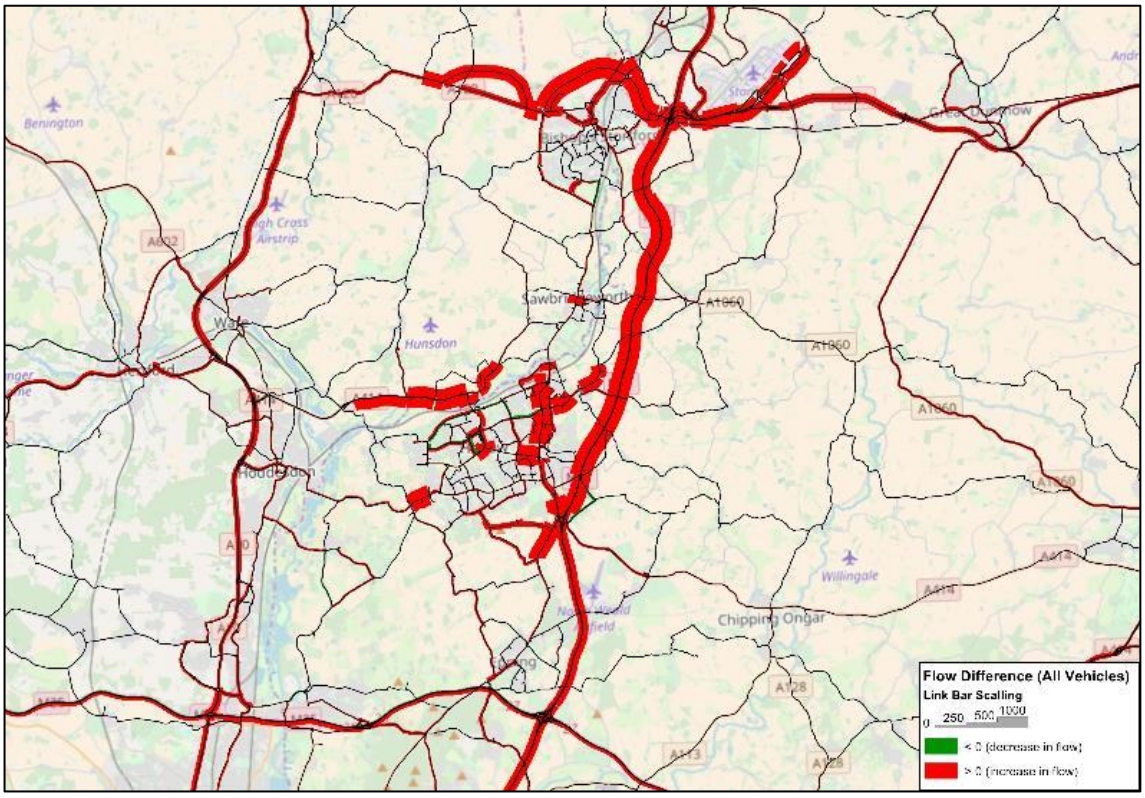
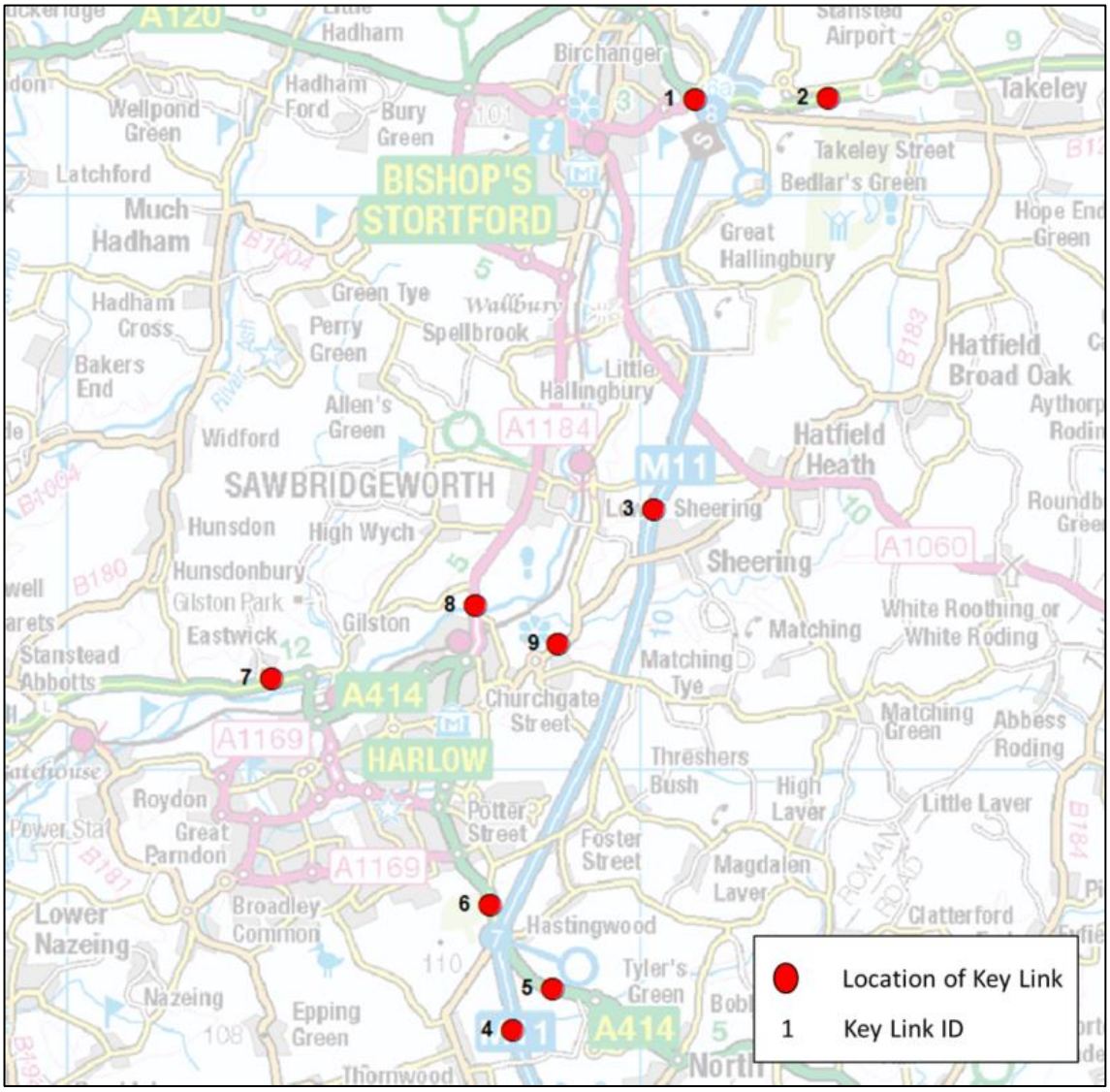


Figure 13-2 : Traffic Flow Difference between Base 2014 and High DM 2021 models - PM



13.1.12 Figure 13-3 displays links in the road network that are considered important, both for the local road network performance, as well as in relation to the M11 J7a scheme.

Figure 13-3 : Locations of Key Links for Traffic Flow Comparison – Base to High DM



13.1.13 The above links are examined on an individual basis for the AM and PM peak hours in All links included in the analysis below show evidence of traffic growth higher than the total growth. This is particularly evident for the A120 and M11, which are key strategic links.

13.1.14 Site 8 has very low traffic growth with 8% growth in the AM and 4% in the PM. This is at a location, which is known to be very congested and near capacity in the 2014 base situation. As such an increase in traffic here has been limited due to constraints associated with the capacity of this route.

13.1.15 Site 7 has growth 12% in the AM and no change in the PM. This location is likely to be subject to capacity constraints at locations that feed into this link; most notably the A414 between Eastwick Roundabout and Burnt Mill Roundabout is very congested at peak times and is often subject to significant queuing.

13.1.16 Site 9 has growth 7% in the AM and 2% in the PM. This location is likely to be subject to capacity constraints in places as this link feed Harlow from the East and gives access to Churchgate Street via Gilden Way/Sheering Road roundabout.

13.1.17 Table 13-1. The table shows how 2-way total vehicle flows have changed between the Base and Do-Minimum 2021 situations.

13.1.18 Section 4.8 provides information on the growth in trips for each pre-VDM matrix produced for the Do-Minimum models. The overall growth in car trips in 2021 is 10% for the AM peak and 7% for the PM peak, for goods vehicles the number of trips increases to 16% and 18% in the AM and PM respectively.

13.1.19 All links included in the analysis below show evidence of traffic growth higher than the total growth. This is particularly evident for the A120 and M11, which are key strategic links.

13.1.20 Site 8 has very low traffic growth with 8% growth in the AM and 4% in the PM. This is at a location, which is known to be very congested and near capacity in the 2014 base situation. As such an increase in traffic here has been limited due to constraints associated with the capacity of this route.

13.1.21 Site 7 has growth 12% in the AM and no change in the PM. This location is likely to be subject to capacity constraints at locations that feed into this link; most notably the A414 between Eastwick Roundabout and Burnt Mill Roundabout is very congested at peak times and is often subject to significant queuing.

13.1.22 Site 9 has growth 7% in the AM and 2% in the PM. This location is likely to be subject to capacity constraints in places as this link feed Harlow from the East and gives access to Churchgate Street via Gilden Way/Sheering Road roundabout.

Table 13-1 : Key link traffic flows – Base and High 2021 DM Comparison

ID	Link Name	2-way Traffic Flow (All Vehicles)							
		Base		2021		Difference 2021 - Base		% Change from Base	
		AM	PM	AM	PM	AM	PM	AM	PM
1	A120, west of M11 J8	2869	2891	3979	3985	1110	1094	39%	38%
2	A120, between M11 J8 and Stansted Airport	3995	4656	5692	6633	1698	1977	42%	42%
3	M11, north of J7	5566	6533	6892	7928	1326	1395	24%	21%
4	M11, south of J7	6445	7778	7620	8701	1175	923	18%	12%
5	A414, east of M11 J7	1390	1221	1645	1479	255	258	18%	21%
6	A414, west of m11 J7	3690	4276	4713	4866	1023	589	28%	14%
7	A414, west of Eastwick Roundabout	2056	2637	2297	2648	241	12	12%	0%
8	A1184 Cambridge Road, at the River Stort bridge	1566	1528	1697	1594	130	66	8%	4%
9	B183 Gilden Way, east of Harlowbury Rbt	1453	1420	1551	1450	98	29	7%	2%

13.2 Flow Changes between the Base Year and 2036 for High Growth

13.2.1 Similarly to 2021 the increases in traffic flows expected in 2036 are illustrated in the images below. The plots below in Figure 13-4 and Figure 13-5 are for the AM and PM peak hours respectively. As with 2021 additional plots are provided in Appendix H for all three time periods.

13.2.2 The plots show a general increase in traffic across the area covered by the M11 J7a model, as would be expected given the significantly higher levels of growth than within the 2021 models. The increase is again evident on the SRN, but is also evident around the fringes of Harlow and Bishop's Stortford where large potential Local Plan housing developments are located.

13.2.3 In Harlow, the largest increases in traffic flows are seen in the vicinity of the potential development sites that encircle the town, including Gilston Park, East Harlow and Latton Priory. The additional trips resulting from these developments lead to significant traffic growth across the local road network, particularly along routes such as the A414 linking to J7, B183 Gilden Way and the A414 along Gilston Park.

13.2.4 In Bishop's Stortford the largest increases in traffic flow are evident around Bishop's Stortford North and Bishop's Stortford South. The extra trips generated by these sites contribute to increased flows on the full length of the ring-road, particularly leading into M11 J8. There is also a noticeable increase in traffic flow along the A120 to the west of Bishop's Stortford.

13.2.5 Details of highway schemes that impact upon traffic levels is given above in Section 3.1. There are no further significant highway schemes between 2021 and 2036 that have large impacts upon traffic growth and local routing.

13.2.6 Although across the network traffic flow generally increases, there are a number of locations at which flow reduces between 2014 and 2036, in most cases this is due to local network improvements resulting in routing changes. Examples of such locations are Harlow town centre and the A414 towards Hertford. There are some routing changes around the town centre which are likely to be as a result of planned local junction improvements that have been modelled.

Figure 13-4 : Traffic Flow Difference between Base 2014 and High DM 2036 models - AM

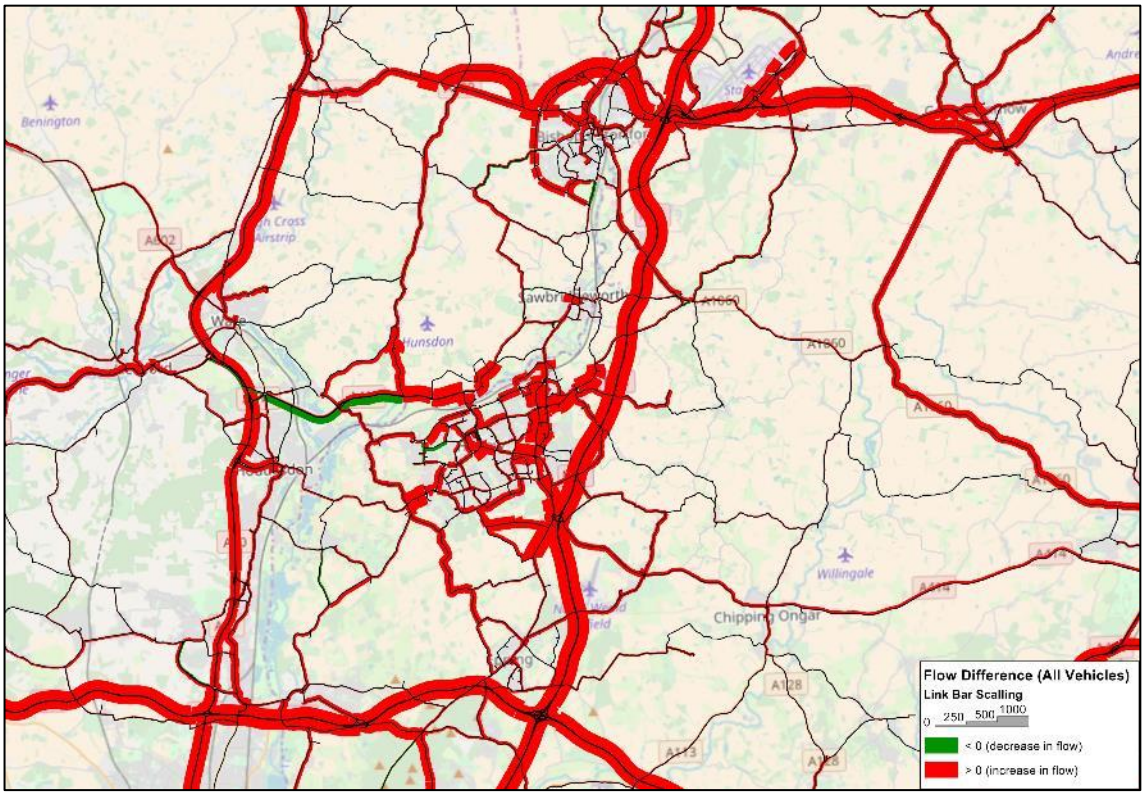
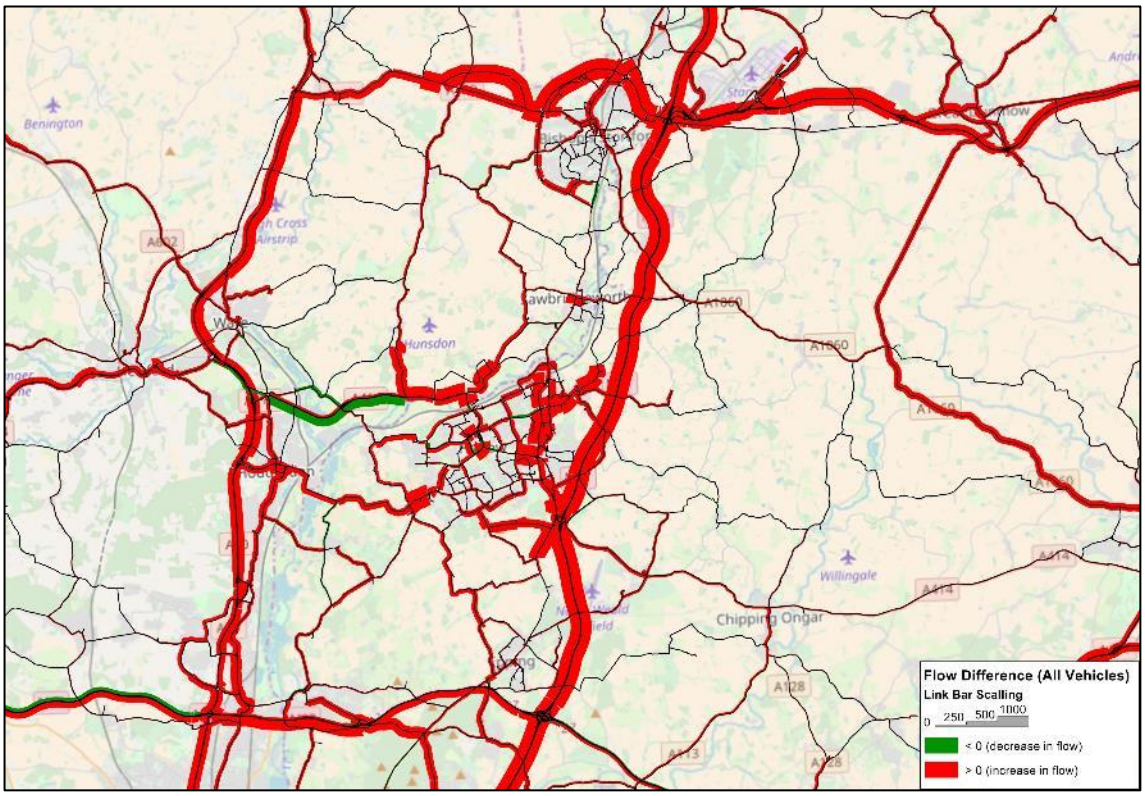


Figure 13-5 : Traffic Flow Difference between Base 2014 and High DM 2036 models - PM



13.2.7 The key links identified in the previous section for 2021 are also examined for the 2036 models in Table 13-2. The table shows how 2-way total vehicle flows have changed between the Base and Do-Minimum 2036 situations.

13.2.8 Section 4.8 shows that overall growth in car trips in 2036 is 27% and 20% for the AM and PM respectively, for goods vehicles the number of trips increases by 50% and 53% in the AM and PM respectively.

13.2.9 As with traffic growth in 2021 most of the links included in the analysis below display evidence of traffic growth being higher than the total growth. This is particularly evident for the A120 and M11, which are key strategic links.

13.2.10 As in 2021, Site 8 has lower traffic growth than the overall growth of 25% in the AM and 13% in the PM. This is likely to be due to similar reasons as explained in Section 13.1.

13.2.11 Unlike 2021, Site 7 has traffic growth comparable to Site 8 levels, particularly in the AM (13%), although there is evidence that there is a decrease in traffic lower than overall in the PM (-23%). Some of the bottleneck mentioned in Section 11.1 will have been removed with the inclusion of the dualling of the A414 between Eastwick Roundabout and Burnt Mill Roundabout.

Table 13-2 : Key link traffic flows – Base and High 2036 DM Comparison

ID	Link Name	2-way Traffic Flow (All Vehicles)							
		Base		2036		Difference 2036 - Base		% Change from Base	
		AM	PM	AM	PM	AM	PM	AM	PM
1	A120, west of M11 J8	2869	2891	4655	4293	1786	1402	62%	48%
2	A120, between M11 J8 and Stansted Airport	3995	4656	6792	7117	2797	2461	70%	53%

ID	Link Name	2-way Traffic Flow (All Vehicles)							
		Base		2036		Difference 2036 - Base		% Change from Base	
		AM	PM	AM	PM	AM	PM	AM	PM
3	M11, north of J7	5566	6533	8494	8787	2929	2254	53%	35%
4	M11, south of J7	6445	7778	9658	9781	3213	2003	50%	26%
5	A414, east of M11 J7	1390	1221	1994	1623	604	402	43%	33%
6	A414, west of m11 J7	3690	4276	5026	5416	1336	1139	36%	27%
7	A414, west of Eastwick Roundabout	2056	2637	2320	2038	263	-599	13%	-23%
8	A1184 Cambridge Road, at the River Stort bridge	1566	1528	1950	1731	384	203	25%	13%
9	B183 Gilden Way, east of Harlowbury Rbt	1453	1420	2034	1636	581	216	40%	15%

13.3 Flow Changes between the Base Year and 2051 for High Growth

13.3.1 Similarly to 2036 the increases in traffic flows expected in 2051 are illustrated in the images below. The plots below in Figure 13-6 and Figure 13-7 are for the AM and PM peak hours respectively. As with 2021 and 2036 additional plots are provided in Appendix H for all three time periods.

13.3.2 The plots show a general increase in traffic across the area covered by the M11 J7a model, as would be expected given the significantly higher levels of growth than within the 2036 models. The increase is again evident on the SRN, but is also evident around the fringes of Harlow and Bishop's Stortford where large potential Local Plan housing developments are located.

13.3.3 In Harlow, the largest increases in traffic flows are seen in the vicinity of the potential development sites that encircle the town, including Gilston Park, East Harlow and Latton Priory. The additional trips resulting from these developments lead to significant traffic growth across the local road network, particularly along routes such as the A414 linking to J7, B183 Gilden Way and the A414 along Gilston Park.

13.3.4 In Bishop's Stortford the largest increases in traffic flow are evident around Bishop's Stortford North and Bishop's Stortford South. The extra trips generated by these sites contribute to increased flows on the full length of the ring-road, particularly leading into M11 J8. There is also a noticeable increase in traffic flow along the A120 to the west of Bishop's Stortford.

13.3.5 Details of highway schemes that impact upon traffic levels is given above in Section 3.1. There are no further significant highway schemes between 2036 and 2051 that have large impacts upon traffic growth and local routing.

13.3.6 Although across the network traffic flow generally increases, there are a number of locations at which flow reduces between 2014 and 2051, in most cases this is due to local network improvements resulting in routing changes. Examples of such locations are Harlow town centre and the A414 towards Hertford. There are some routing changes around the town centre which are likely to be as a result of planned local junction improvements that have been modelled.

Figure 13-6 : Traffic Flow Difference between Base 2014 and High DM 2051 models - AM

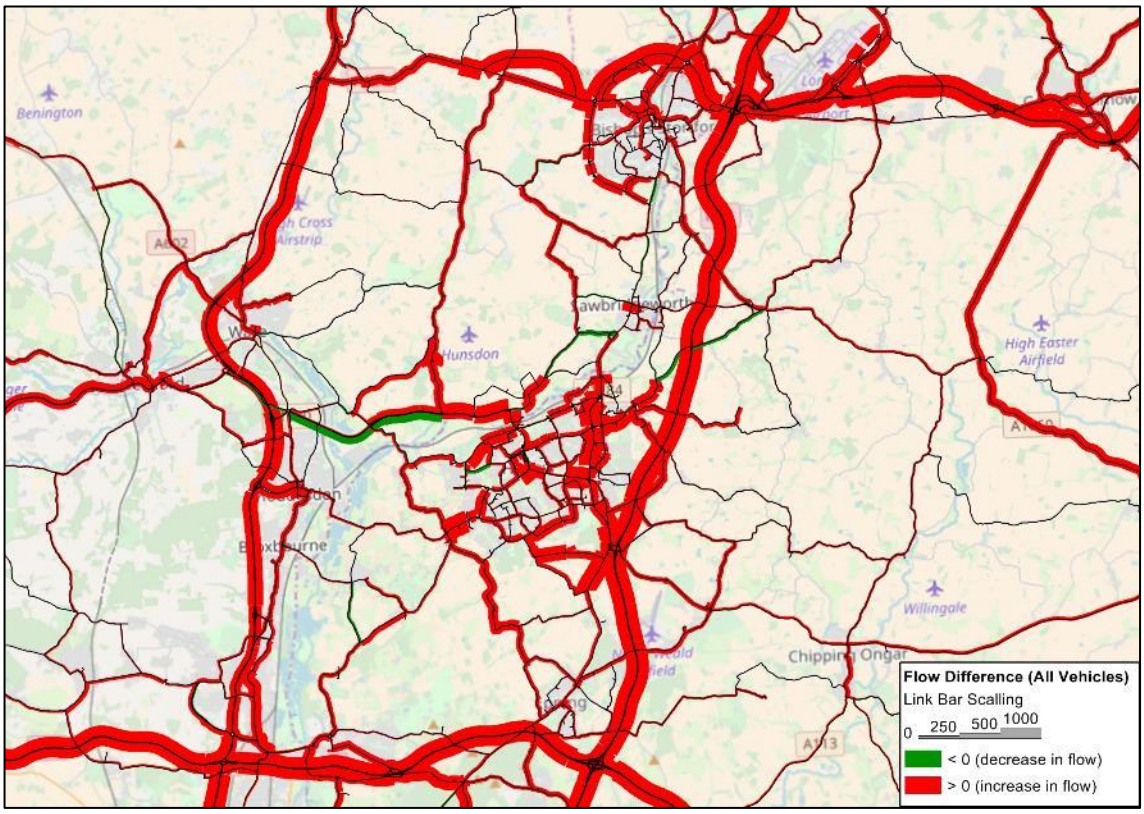
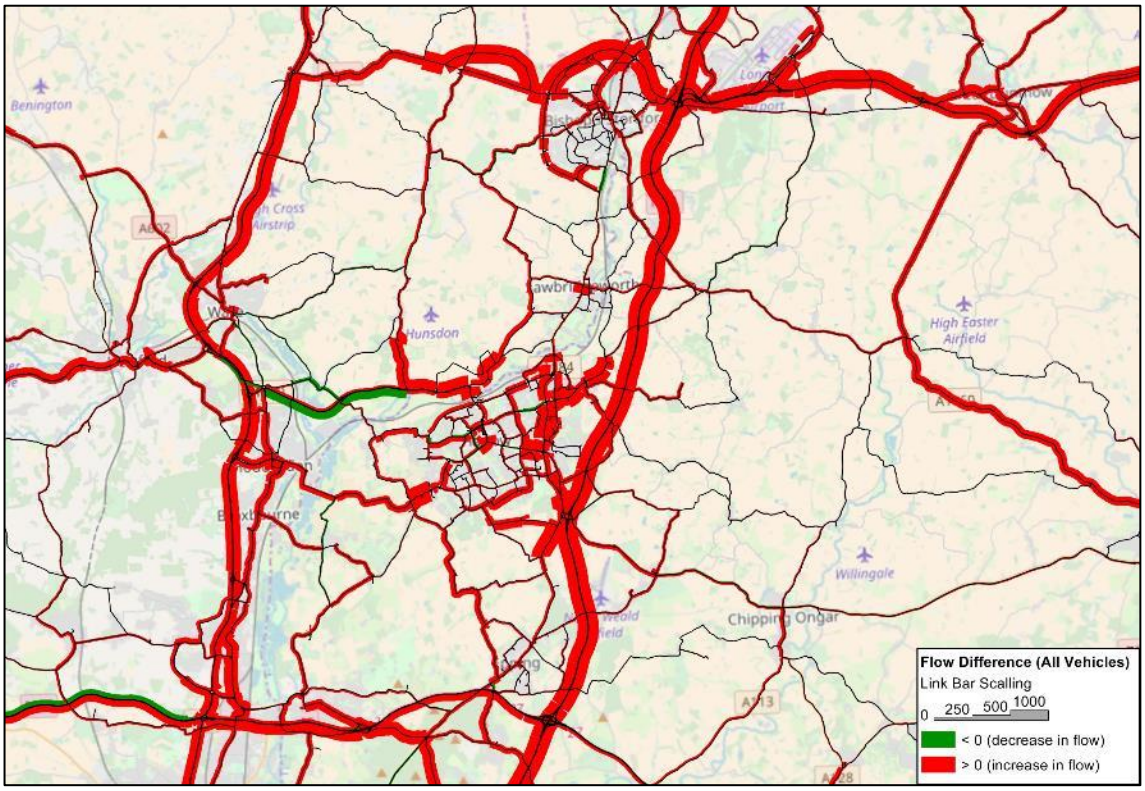


Figure 13-7 : Traffic Flow Difference between Base 2014 and High DM 2051 models - PM



13.3.7 The key links identified in the previous sections for 2021 and 2036 are also examined for the 2051 models in Table 13-2. The table shows how 2-way total vehicle flows have changed between the Base and Do-Minimum 2051 situations.

13.3.8 Section 4.8 shows that overall growth in car trips in 2051 is 38% and 30% for the AM and PM respectively, for goods vehicles the number of trips increases by 66% and 71% in the AM and PM respectively.

13.3.9 As with traffic growth in 2036 most of the links included in the analysis below display evidence of traffic growth being higher than the total growth. This is particularly evident for the A120 and M11, which are key strategic links.

13.3.10 Site 7 has low traffic growth with 11% in the AM and decrease 20% in the PM. This location is likely to be subject to capacity constraints at locations that feed into this link; most notably the A414 between Eastwick Roundabout and Burnt Mill Roundabout is very congested at peak times and is often subject to significant queuing.

13.3.11 Site 8 has growth with 34% growth in the AM and 10% in the PM. This is at a location, which is known to be very congested and near capacity in the 2014 base situation. As such an increase in traffic here has been limited due to constraints associated with the capacity of this route.

13.3.12 Site 9 has a decrease of 25% in the AM and a growth of 22% in the PM. This location has a similar situation than Site 7 and 8, with likely capacity constraints in place and acting near capacity as this link feed Harlow from the East and gives access to Churchgate Street via Gilden Way/Sheering Road roundabout.

Table 13-3 : Key link traffic flows – Base and High 2036 DM Comparison

ID	Link Name	2-way Traffic Flow (All Vehicles)							
		Base		2051		Difference 2051 - Base		% Change from Base	
		AM	PM	AM	PM	AM	PM	AM	PM
1	A120, west of M11 J8	2869	2891	4623	4281	1754	1389	61%	48%
2	A120, between M11 J8 and Stansted Airport	3995	4656	7136	7679	3142	3023	79%	65%
3	M11, north of J7	5566	6533	8771	9305	3205	2772	58%	42%
4	M11, south of J7	6445	7778	9746	10268	3302	2490	51%	32%
5	A414, east of M11 J7	1390	1221	1837	1680	446	459	32%	38%
6	A414, west of m11 J7	3690	4276	5117	5425	1427	1148	39%	27%
7	A414, west of Eastwick Roundabout	2056	2637	2280	2098	224	-538	11%	-20%
8	A1184 Cambridge Road, at the River Stort bridge	1566	1528	2097	1687	530	158	34%	10%
9	B183 Gilden Way, east of Harlowbury Rbt	1453	1420	1096	1726	-357	306	-25%	22%

13.4 Delay in the Base 2014 Model

13.4.1 The plots that follow in this section of the report show the worst junctions for delay for the AM peak and PM peak in the 2014 base year models. This highlights the stress points on the network as shown by the models in 2014, following sections will look at the projected delay situation in the 2021 and 2036 future year models for the NTEM Do-Minimum scenario.

13.4.2 It is challenging to define what constitutes a congested junction, or indeed how to define severe turn delay. The method of selecting the 20 worst junctions within each model is described below.

13.4.3 Total turn delay for each junction was calculated by adding together the maximum turn delay from each arm. The maximum turn delay was produced in minutes and is the average delay for the worst turn on the arm over the one hour modelled period.

13.4.4 A filter was applied to main turns and turns so that only turns with more than a total vehicle flow per hour of 100 were included in this analysis.

13.4.5 Furthermore, a filter was applied to main nodes and nodes to exclude low flow junctions:

- only junctions with a total vehicle flow per hour of more than 1500 were considered; and
- only junctions with 'Two-way yield', 'Signalized' and 'Roundabout' control types were included.

13.4.6 The total turn delay was used within the filter, with the threshold for main nodes and nodes requiring alteration until only 20 junctions remained in the final list.

13.4.7 Another challenge in producing analysis on delay in the network relates to the limitations of transport modelling software:

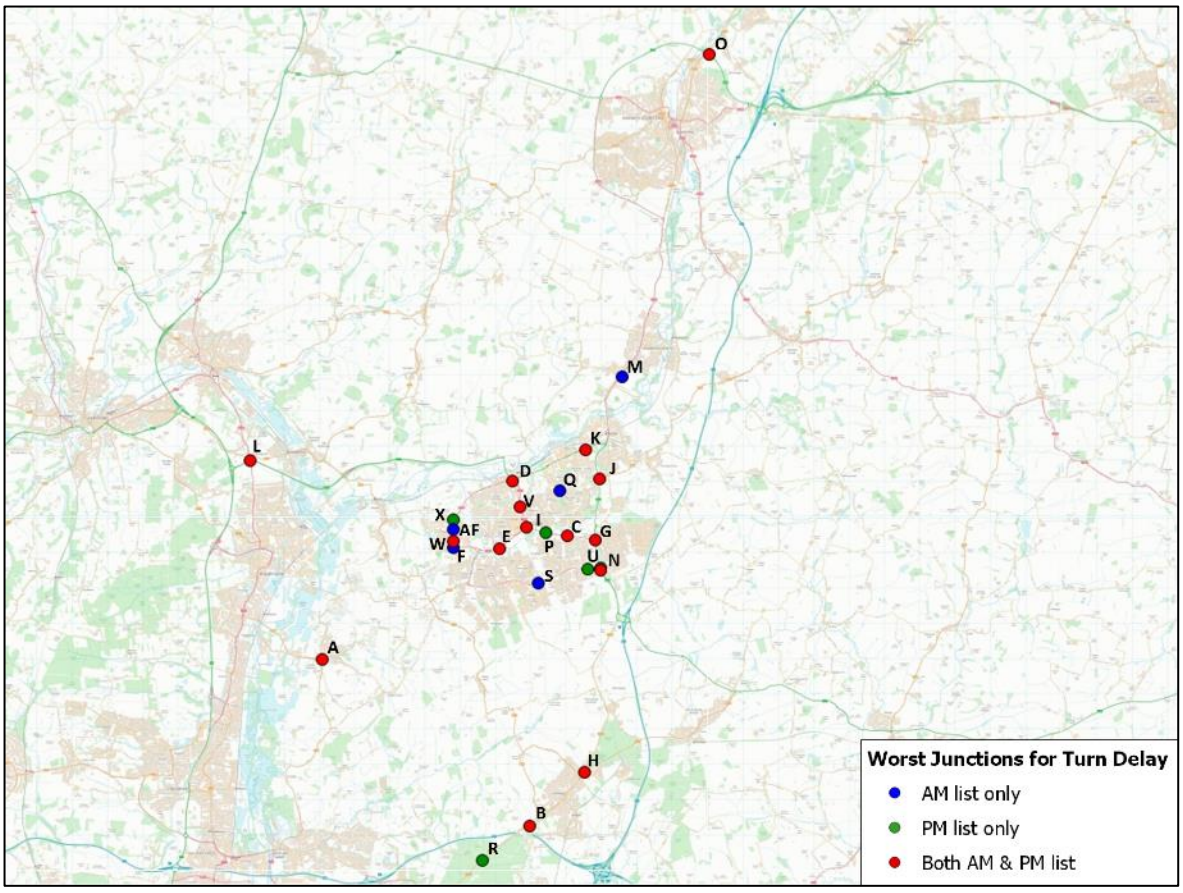
- All macro modelling software assumes all drivers have full information of the routes available to them and the relative cost of each, and habitual behaviour is also not considered within route choice. This can lead to flows, and consequently delays on popular routes being underestimated.
- Signing strategies may guide drivers to utilising certain routes; however this aspect of road design is not modelled. Consequently, modelled routings reflective of reality may be hard to replicate, leading to flow and delay being underestimated.

13.4.8 Additionally, analysis carried out in producing the base model has shown that replicating delays at roundabouts is very difficult in VISUM. This is due to the methods the software uses to calculate delay, which is based upon ICA (Intersection Capacity Analysis). It has been established that delay is consistently lower than what observed data suggests it should be. To mitigate this deficiency and to sufficiently validate the base model against TrafficMaster journey time data it was necessary to reduce modelled link speeds in the vicinity of roundabout junctions.

13.4.9 Harlow, in particular has a large number of junctions that are roundabouts and so the above point is important to consider.

13.4.10 Figure 13-8 shows the location of the 20 worst junctions in the 2014 base network.

Figure 13-8 : Locations of worst turn delay junctions for the 2014 Base model



13.4.11 In addition to the above plot Table 13-4 displays the rankings of the junctions for both the AM and PM peaks. A summary of the total turn delays is also provided.

13.4.12 The key points that are evident from this analysis of junction delay are as follows:

- The general pattern of where stress points on the network are located is similar between the AM and the PM periods;
- Signalised junctions in Lower Nazeing and Epping and Burnt Mill Roundabout in Harlow suffer from some of the worst congestion in both peaks; and
- The main concentration of junctions with significant delay is in Harlow, especially along the main routes such as the A414, A1025 Second Avenue and A1025 Third Avenue.

13.4.13 The above trends correlate with the observed data from TrafficMaster that was used to validate the base model. The worst areas for delays identified below are on the same sections of routes that are shown to be slowest by journey time analysis contained within the LMVR.

13.4.14 For more in-depth analysis of the journey times routes and associated observed and modelled travel times refer to Section 11 of the Harlow Transport Model LMVR.

Table 13-4 : Top 20 worst junctions in the Base 2014 model – AM & PM

ID	Location	AM Rank	PM Rank	Overall Score	Sum of average turn delays (minutes)	
					AM	PM
A	Lower Nazeing Signals	2	1	3	7.89	9.34

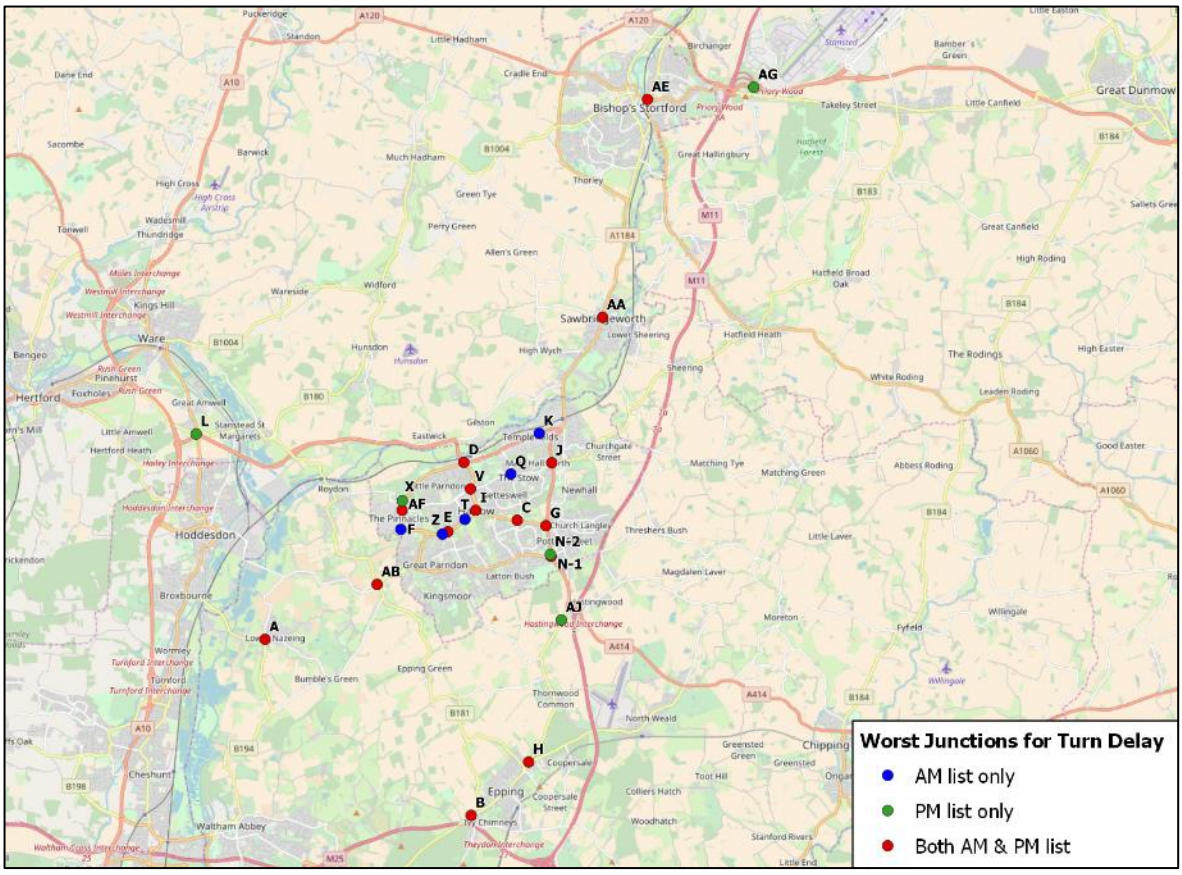
ID	Location	AM Rank	PM Rank	Overall Score	Sum of average turn delays (minutes)	
					AM	PM
B	High Road / Theydon Road Signals, Epping	6	2	8	3.21	8.98
D	Burnt Mill Roundabout, Harlow	3	6	9	5.38	2.43
J	A414 London Road / B183 Gilden Way Roundabout, Harlow	8	3	11	3.02	4.60
W	A1169 Elizabeth Way / Coldharbour Road, Harlow	15	5	20	1.73	3.82
H	Thornwood Road / The Plain Signals, Epping	9	11	20	3.01	1.89
E	Third Avenue / Abercrombie Way Signals, Harlow	11	10	21	2.15	1.97
V	A1019 Velizy Avenue / First Avenue Roundabout, Harlow	4	18	22	3.42	1.45
G	Clocktower Roundabout, Harlow	19	4	23	1.39	3.98
C	Second Avenue / Howard Way Roundabout, Harlow	18	8	26	1.49	2.12
I	Crowngate Roundabout, Harlow	7	20	27	3.20	1.29
K	A414 Edinburgh Way / East Road Signals, Harlow	14	13	27	1.78	1.84
L	Great Amwell Roundabout	16	12	28	1.61	1.86
O	A120 Bishop's Stortford Ring Road / B1383 Stansted Road Roundabout, Bishop's Stortford	17	17	34	1.49	1.56
N-1	A414 London Road Hamburger Roundabout (southern signals)	20	15	35	1.39	1.65
F	A1169 Elizabeth Way / A1025 Third Avenue Roundabout (The Pinnacles)	1	-	-	8.07	-
AF	A1169 Elizabeth Way / Fourth Avenue, The Pinnacles	5	-	-	3.28	-
R	B1393 Epping Road / Crown Hill Junction, Epping	-	7	-	-	2.28
X	A1169 Elizabeth Way / Roydon Road, Harlow	-	9	-	-	2.04
Q	Howard Way / First Avenue, Harlow	10	-	-	2.54	-
M	A1184 Harlow Road / Hand Lane, Sawbridgeworth	12	-	-	2.15	-
S	Southern Way / Partidge Road, Harlow	13	-	-	2.08	-
U	A1169 Southern Way / Tracyes Road, Harlow	-	14	-	-	1.76
P	Second Avenue / Tripton Road Roundabout	-	16	-	-	1.60
N-2	A414 London Road Hamburger Roundabout (northern signals)	-	19	-	-	1.37

13.5 Delay in the 2021 Do-Minimum Model for High Growth

13.5.1 The plots that follow in this section of the report show the worst junctions for delay for the AM peak and PM peak in the 2021 Do-Minimum models. This highlights the stress points on the network in 2021 with the projected housing and employment growth predicted for the High Growth Scenario, as well as with the committed highway improvements included.

13.5.2 Figure 13-9 shows the location of the 20 worst junctions in the 2021 Do-Minimum network.

Figure 13-9 : Locations of worst turn delay junctions for the High 2021 Do-Minimum



13.5.3 In addition to the above plot Table 13-5 displays the rankings of the junctions for both the AM and PM peak hours. A summary of the total turn delays is also provided.

13.5.4 The key areas of the network that are affected by junction delay in 2021 are detailed below.

- The general pattern of where stress points on the network are located is similar between the AM and the PM peak periods;
- Signalised junctions in Lower Nazeing and Epping and Burnt Mill Roundabout in Harlow continue to suffer from some of the worst congestion in both peaks;
- The main concentration of junctions with significant delay is in Harlow, especially along the main routes such as the A414, A1025 Second Avenue and A1025 Third Avenue; and
- Overall, the location of the 20 worst junctions between the 2014 base and Do-Minimum has not significantly changed.

Table 13-5 : Top 20 worst junctions in the High 2021 Do-Minimum Model – AM & PM

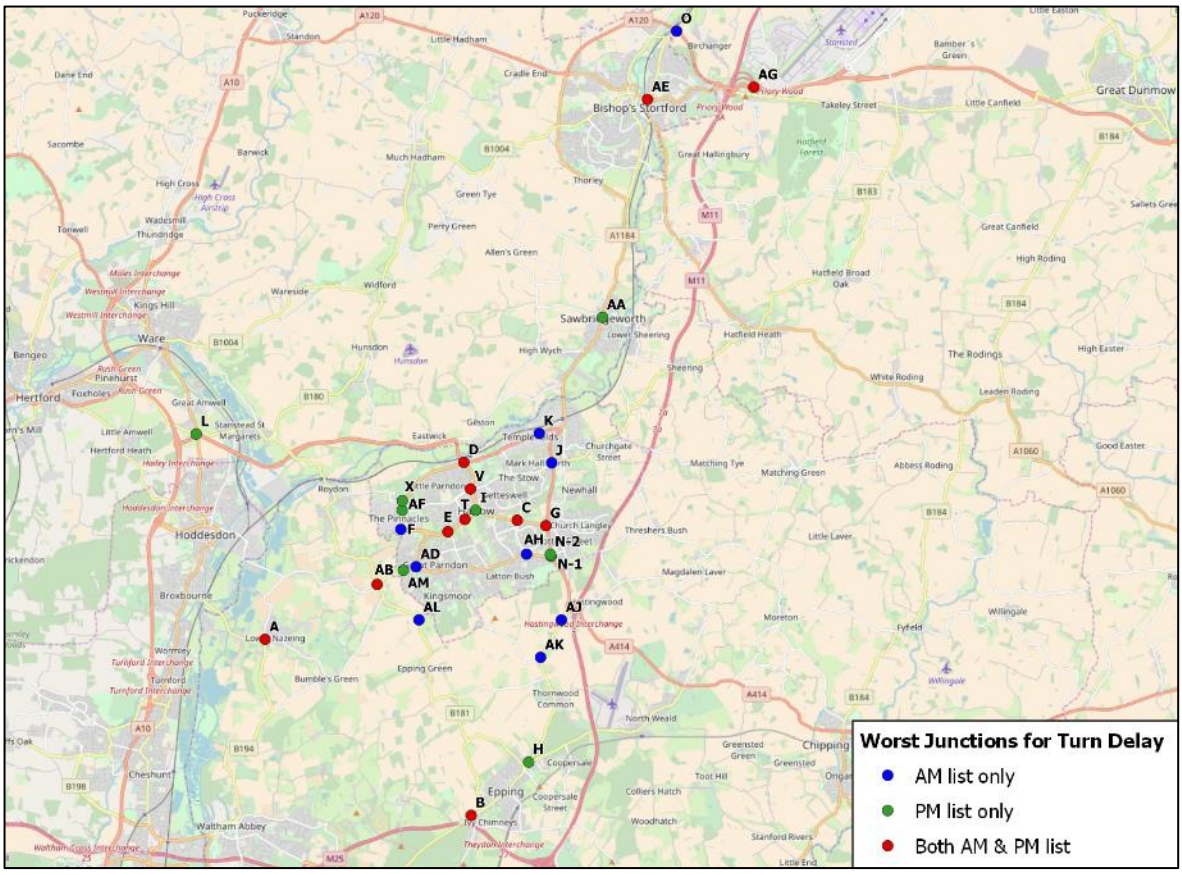
ID	Location	AM Rank	PM Rank	Overall Score	Sum of average turn delays (minutes)	
					AM	PM
A	Lower Nazeing Signals	2	1	3	11.10	8.55
D	Burnt Mill Roundabout, Harlow	1	4	5	11.74	5.02
J	A414 London Road / B183 Gilden Way Roundabout, Harlow	3	7	10	7.69	3.90
C	Second Avenue / Howard Way Roundabout, Harlow	5	5	10	6.14	4.06
B	High Road / Theydon Road Signals, Epping	7	3	10	5.33	5.10

ID	Location	AM Rank	PM Rank	Overall Score	Sum of average turn delays (minutes)	
					AM	PM
AE	A1250 /A1060 Bishop's Stortford Cross	8	2	10	5.21	5.18
V	A1019 Velizy Avenue / First Avenue Roundabout, Harlow	6	6	12	5.42	3.97
AF	A1169 Elizabeth Way / Fourth Avenue, The Pinnacles	10	10	20	4.12	3.18
I	Crowngate Junction, Harlow	16	8	24	3.20	3.41
E	Third Avenue / Abercrombie Way Signals, Harlow	12	14	26	3.69	2.36
AB	B181 Epping Road / B1133 Water Lane, Broadly Common	11	17	28	3.99	1.98
AA	A1184 / West Road / Station Road Junction, Sawbridgeworth	15	15	30	3.23	2.08
G	Clocktower Roundabout, Harlow	18	12	30	2.76	2.72
H	Thornwood Road / The Plain Signals, Epping	20	11	31	2.28	3.03
N-1	A414 London Road Hamburger Roundabout (southern signals)	19	18	37	2.39	1.98
F	A1169 Elizabeth Way / A1025 Third Avenue Roundabout (The Pinnacles)	4	-	-	7.42	-
Q	Howard Way / First Avenue, Harlow	9	-	-	4.16	-
AG	Priory Wood Roundabout, Stansted Airport	-	9	-	-	3.40
Z	A1025 Third Avenue / Three Horseshoes Road, Harlow	13	-	-	3.26	-
T	Third Avenue / Haydens Road Roundabout, Harlow	14	-	-	3.24	-
K	A414 Edinburgh Way / East Road Signals, Harlow	17	-	-	2.81	-
X	A1169 Elizabeth Way / Roydon Road, Harlow	-	13	-	-	2.69
N-2	A414 London Road Hamburger Roundabout (northern signals)	-	16	-	-	2.00
L	Great Amwell Roundabout	-	19	-	-	1.91
AJ	B1393 London Road/Latton Priory, Harlow	-	20	-	-	1.91

13.6 Delay in the 2036 Do-Minimum Model for High Growth

13.6.1 Figure 13-10 shows the location of the 20 worst junctions in the 2036 Do-Minimum network.

Figure 13-10 : Locations of worst turn delay junctions for the High 2036 Do-Minimum



13.6.2 In addition to the above plot Table 13-6 displays the rankings of the junctions for both the AM and PM peak hours. A summary of the total turn delays is also provided.

13.6.3 The key areas of the network that are affected by junction delay in 2036 are detailed below:

- The general pattern of where stress points are located has begun to diverge between the AM and the PM periods in 2036;
- The main concentration of junctions is still in Harlow along the main routes mentioned previously, however, these junctions have become more severe;
- Signalised junctions in Lower Nazeing and Epping and Burnt Mill Roundabout in Harlow still suffer from some of the worst congestion in both peaks;
- There is evidence that junctions in Bishop's Stortford and around Stansted Airport may now be experiencing significant levels of congestion; and
- Overall, Harlow remains the area of most concern, particularly along key distributor roads.

Table 13-6 : Top 20 worst junctions in the High 2036 Do-Minimum Model – AM & PM

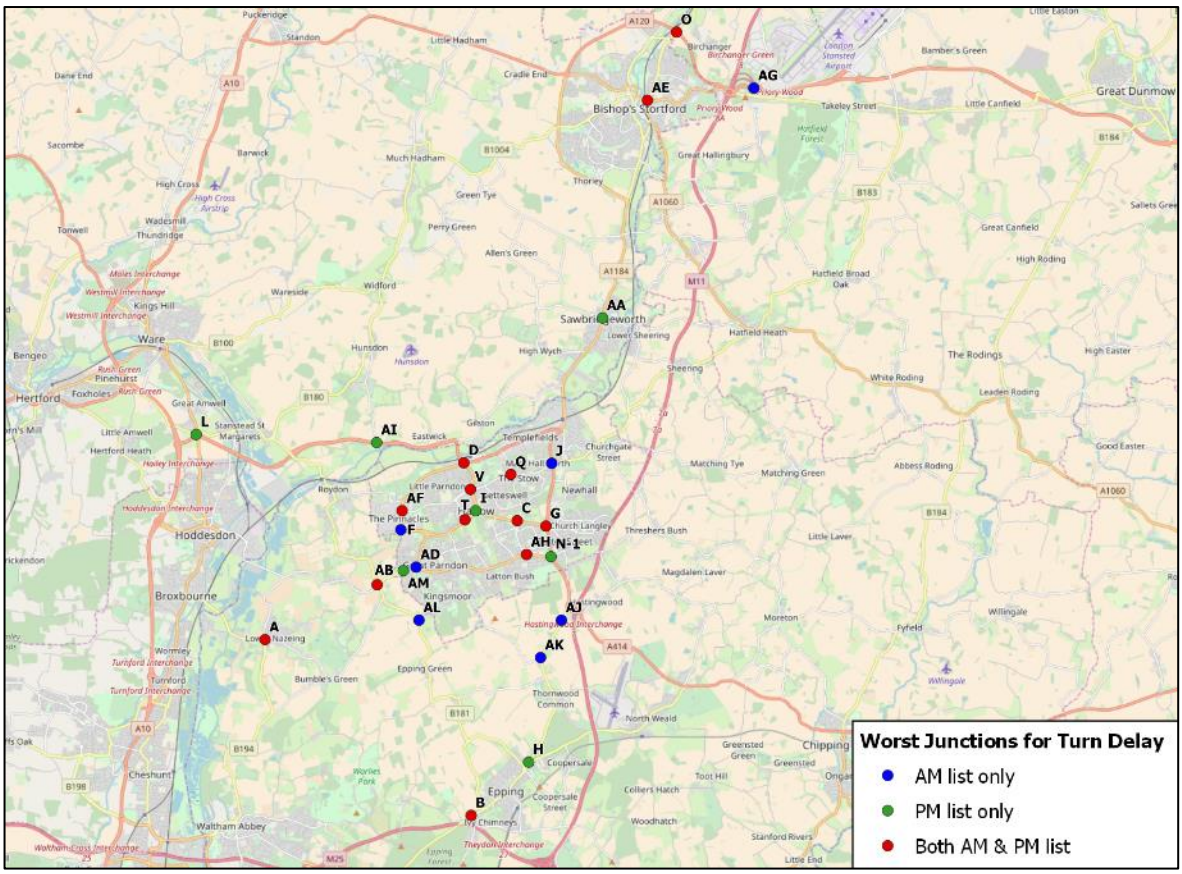
ID	Location	AM Rank	PM Rank	Overall Score	Sum of average turn delays (minutes)	
					AM	PM
A	Lower Nazeing Signals	2	2	4	12.35	7.77
D	Burnt Mill Roundabout, Harlow	1	4	5	21.02	6.81
AE	A1250 /A1060 Bishop's Stortford Cross	4	3	7	10.90	6.87
AB	B181 Epping Road / B1133 Water Lane, Broadly Common	10	1	11	7.63	8.92

ID	Location	AM Rank	PM Rank	Overall Score	Sum of average turn delays (minutes)	
					AM	PM
G	Clocktower Roundabout, Harlow	9	5	14	8.37	5.23
C	Second Avenue / Howard Way Roundabout, Harlow	8	10	18	8.75	3.62
B	High Road / Theydon Road Signals, Epping	12	6	18	6.28	4.67
V	A1019 Velizy Avenue / First Avenue Roundabout, Harlow	11	8	19	6.47	4.00
AG	Priory Wood Roundabout, Stansted Airport	14	9	23	4.58	3.77
T	Third Avenue / Haydens Road Roundabout, Harlow	15	13	28	4.44	3.24
E	Third Avenue / Abercrombie Way Signals, Harlow	16	12	28	4.01	3.56
J	A414 London Road / B183 Gilden Way Roundabout, Harlow	3	-	-	11.41	-
AK	B1393 London Road/Rye Hill Road, Harlow	5	-	-	10.57	-
AJ	B1393 London Road/Latton Priory, Harlow	6	-	-	10.33	-
F	A1169 Elizabeth Way / A1025 Third Avenue Roundabout (The Pinnacles)	7	-	-	9.23	-
O	A120 Bishop's Stortford Ring Road / B1383 Stansted Road Roundabout, Bishop's Stortford	13	-	-	5.91	-
AF	A1169 Elizabeth Way / Fourth Avenue, The Pinnacles	-	7	-	-	4.50
AH	A1169 Southern Way / Trotters Road, Harlow	17	-	-	3.95	-
AL	B181 Epping Road /Parsloe Road, Kingsmoor	18	-	-	3.74	-
H	Thornwood Road / The Plain Signals, Epping	-	11	-	-	3.56
AD	A1169 Katherine's Way / Water Lane, Harlow	19	-	-	3.54	-
K	A414 Edinburgh Way / East Road Signals, Harlow	20	-	-	3.41	-
I	Crowngate Junction, Harlow	-	14	-	-	3.21
AM	B1133 Water Lane/Broadley Road Roundabout, Harlow	-	15	-	-	3.18
AA	A1184 / West Road / Station Road Junction, Sawbridgeworth	-	16	-	-	3.17
N-1	A414 London Road Hamburger Roundabout (southern signals)	-	17	-	-	3.15
L	Great Amwell Roundabout	-	18	-	-	3.01
N-2	A414 London Road Hamburger Roundabout (northern signals)	-	19	-	-	2.97
X	A1169 Elizabeth Way / Roydon Road, Harlow	-	20	-	-	2.83

13.7 Delay in the 2051 Do-Minimum Model for High Growth

13.7.1 Figure 13-1 shows the location of the 20 worst junctions in the 2036 Do-Minimum network.

Figure 13-11 : Locations of worst turn delay junctions for the High 2051 Do-Minimum



13.7.2 In addition to the above plot Table 13-7 displays the rankings of the junctions for both the AM and PM peak hours. A summary of the total turn delays is also provided.

13.7.3 The key areas of the network that are affected by junction delay in 2051 are detailed below:

- The general pattern of where stress points are located is more clear with more junctions that appear in the list for both the AM and PM periods in comparison with 2036;
- The main concentration of junctions is still in Harlow along the main routes mentioned previously however these junctions have become more severe;
- Junctions in Bishop's Stortford and around Stansted Airport are now experiencing significant levels of congestion; Signalised junctions in Lower Nazeing and Epping still suffer from some of the worst congestion in both peaks; and
- Overall, Harlow remains the area of most concern, particularly along key distributor roads.

Table 13-7 : Top 20 worst junctions in the High 2051 Do-Minimum Model – AM & PM

ID	Location	AM Rank	PM Rank	Overall Score	Sum of average turn delays (minutes)	
					AM	PM
D	Burnt Mill Roundabout, Harlow	1	2	3	26.04	9.41
AE	A1250 /A1060 Bishop's Stortford Cross	2	4	6	13.52	8.13
AB	B181 Epping Road / B1133 Water Lane, Broadly Common	7	1	8	7.97	12.74
A	Lower Nazeing Signals	4	3	7	10.65	8.53
J	A414 London Road / B183 Gilden Way Roundabout, Harlow	3	-	-	12.92	-
G	Clocktower Roundabout, Harlow	13	5	18	5.37	7.29
O	A120 Bishop's Stortford Ring Road / B1383 Stansted Road Roundabout, Bishop's Stortford	11	6	17	6.21	5.87
V	A1019 Velizy Avenue / First Avenue Roundabout, Harlow	9	7	16	6.54	5.20
C	Second Avenue / Howard Way Roundabout, Harlow	8	9	17	6.55	5.07
AJ	B1393 London Road/Latton Priory, Harlow	5	-	-	10.44	-
F	A1169 Elizabeth Way / A1025 Third Avenue Roundabout (The Pinnacles)	6	-	-	9.99	-
Q	Howard Way / First Avenue, Harlow	10	14	24	6.23	3.71
T	Third Avenue / Haydens Road Roundabout, Harlow	15	10	25	4.67	4.73
AF	A1169 Elizabeth Way / Fourth Avenue, The Pinnacles	20	8	28	3.97	5.10
B	High Road / Theydon Road Signals, Epping	19	11	30	4.29	4.38
AH	A1169 Southern Way / Trotters Road, Harlow	18	13	31	4.37	3.81
AK	B1393 London Road/Rye Hill Road, Harlow	12	-	-	6.17	-
AG	Priory Wood Roundabout, Stansted Airport	14	-	-	5.22	-
AD	A1169 Katherine's Way / Water Lane, Harlow	16	-	-	4.49	-
AL	B181 Epping Road /Parsloe Road, Kingsmoor	17	-	-	4.43	-
L	Great Amwell Roundabout	-	12	-	-	4.10
H	Thornwood Road / The Plain Signals, Epping	-	15	-	-	3.66
AA	A1184 / West Road / Station Road Junction, Sawbridgeworth	-	16	-	-	3.59
N-1	A414 London Road Hamburger Roundabout (southern signals)	-	17	-	-	3.53
AI	A414 Eastwick Road / Church Lane, Harlow	-	18	-	-	3.48
I	Crowngate Junction, Harlow	-	19	-	-	3.45
AM	B1133 Water Lane/Broadley Road Roundabout, Harlow	-	20	-	-	3.34

13.8 Traffic Growth Delay Impacts in the Forecast Year Models

13.8.1 The model outputs in this section display the impact of future year growth upon delay, specifically maximum turn delay on each arm is assessed. Firstly the impacts in 2021 for both the AM and PM peak periods will be investigated, followed by 2036 and 2051.

13.8.2 The measure of delay used for these plots considers the maximum turn delay (in seconds) on each arm of every junction that is coded within the model. The maximum turn delay refers to the worst turn on that arm. The delay for each turn is calculated as an average turn delay for vehicles across the whole hour period being assessed. Within VISUM the maximum turn delay for arms must be displayed for a specific user class, it is not calculated across all classes. Consequently, it was decided to select Car Commute (CC). Checks were carried out to ensure that there was not a large variation between user classes and it was found that the variation was usually zero and always negligible.

13.8.3 The link bars represent delay changes associated with the link, which in turn represents the arm of the junction it goes in to. Green bars show a decrease in delay, whilst red bars show an increase in delay.

13.8.4 Only links with a maximum turn delay of 60 seconds or more are displayed, any smaller changes are not included in these plots. Links that have a vehicle flow of less than 100 during the time period assessed are also excluded, as these roads are considered to be very minor.

13.8.5 The area covered within the plots includes the entire detailed modelled area as well as some additional network to the east and the west.

13.8.6 Signalisation of double mini-roundabout at Sawbridgeworth is resulting in less delay at High Wych Road and Parsonage Lane;

- Likewise, First Avenue and Third Avenue see small improvements in turn delays due to a capacity upgrade at Second Avenue / Velizy Avenue junction committed improvement scheme;
- Roads towards M11 J7 experience a reduction in turn delay particularly in the PM;
- Elsewhere delays generally increase between 2014 and 2021 in both time periods;
- Roads leading to M11 J6 experience an increase in turn delay in the AM, however turn delay decrease in the PM;
- There are increased congestion issues across Harlow with the impact of growth most noticeable in the AM; and
- In the AM delays on roads crossing the Lee Valley towards Harlow show large increases in turn delay, conversely in the PM there appears to be small improvements in this area.

13.8.7 Figure 13-12 and Figure 13-13 show delay changes between the Base and Do-Minimum 2021 models, for the AM and PM periods respectively. Plots for the IP can be found in Appendix I.

13.8.8 Note that the magnitude of delay is represented by the width of the bars, and not by their length. The length is only representative of the length of the coded link and not the extent of queuing or delay.

13.8.9 The figures below show some significant increases and decreases in traffic flow in different parts of the network. An explanation of significant changes is provided below:

- Signalisation of double mini-roundabout at Sawbridgeworth is resulting in less delay at High Wych Road and Parsonage Lane;
- Likewise, First Avenue and Third Avenue see small improvements in turn delays due to a capacity upgrade at Second Avenue / Velizy Avenue junction committed improvement scheme;
- Roads towards M11 J7 experience a reduction in turn delay particularly in the PM;
- Elsewhere delays generally increase between 2014 and 2021 in both time periods;
- Roads leading to M11 J6 experience an increase in turn delay in the AM, however turn delay decrease in the PM;
- There are increased congestion issues across Harlow with the impact of growth most noticeable in the AM; and
- In the AM delays on roads crossing the Lee Valley towards Harlow show large increases in turn delay, conversely in the PM there appears to be small improvements in this area.

Figure 13-12 : Turn Delay Difference between Base 2014 and High DM 2021 models – AM

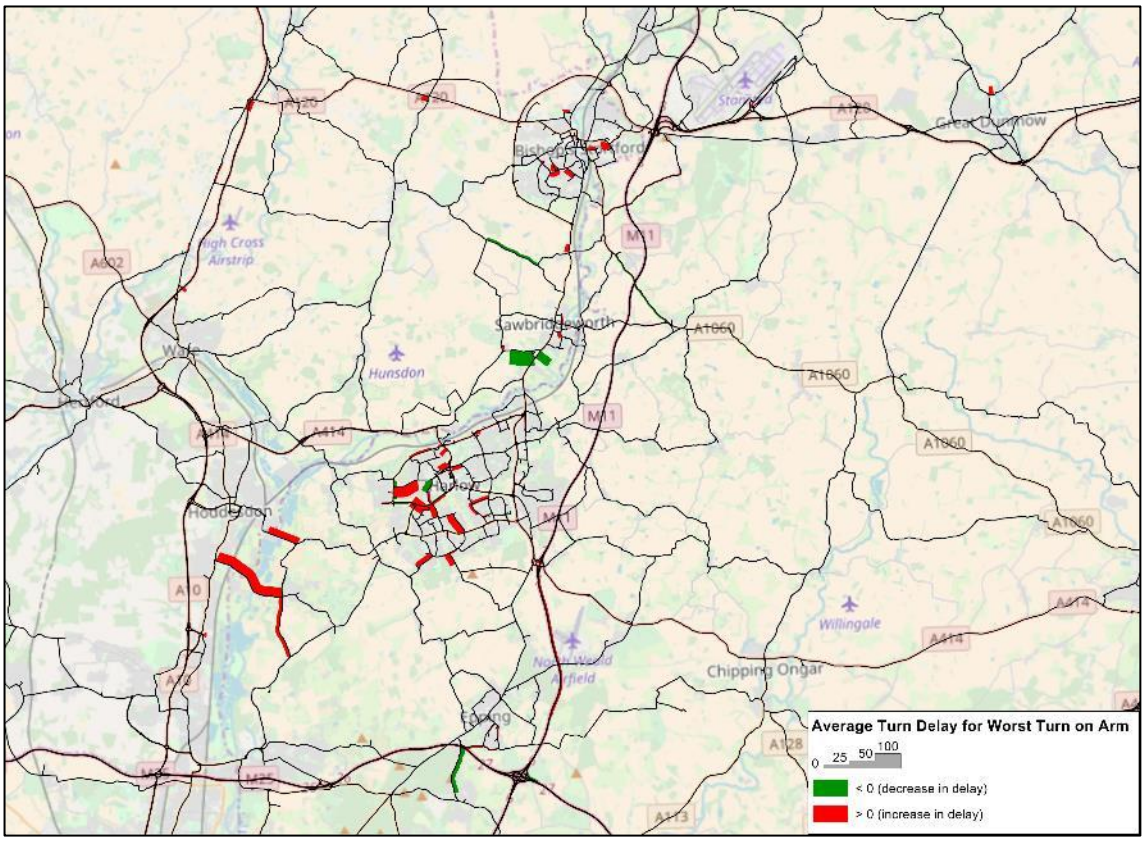
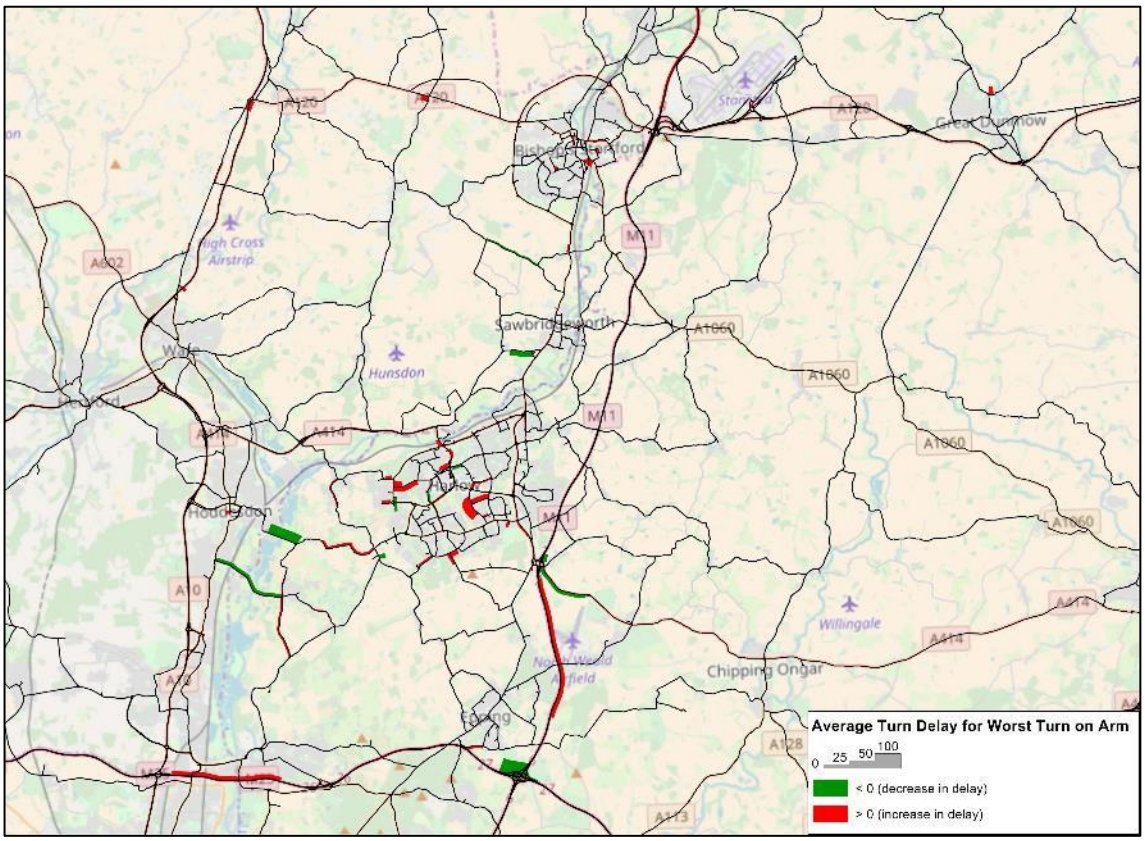


Figure 13-13 : Turn Delay Difference between Base 2014 and High DM 2021 models – PM



13.8.10 Delays generally increase between 2014 and 2036 in both time periods, and increases are more severe than in 2021;

- The most marked areas of delay increases are similar to those outlined above for 2021 and particularly in Bishop's Stortford; however, the impacts of growth are higher; and
- There are no significant differences in the trends of delay difference location between the 2014 and 2021 comparison and the 2014 and 2036 comparison.

13.8.11 Figure 13-14 and Figure 13-15 show delay changes between the Base and Do-Minimum 2036 models, for the AM and PM periods respectively. Plots for the IP can be found in Appendix I.

13.8.12 Note that the magnitude of delay is represented by the width of the bars, and not by their length. The length is only representative of the length of the coded link and not the extent of queuing or delay.

13.8.13 The figures below show some significant increases and decreases in traffic flow in different parts of the network. An explanation of significant changes is provided below.

- Delays generally increase between 2014 and 2036 in both time periods, and increases are more severe than in 2021;
- The most marked areas of delay increases are similar to those outlined above for 2021 and particularly in Bishop's Stortford; however, the impacts of growth are higher; and
- There are no significant differences in the trends of delay difference location between the 2014 and 2021 comparison and the 2014 and 2036 comparison.

Figure 13-14 : Turn Delay Difference between Base 2014 and High DM 2036 models – AM

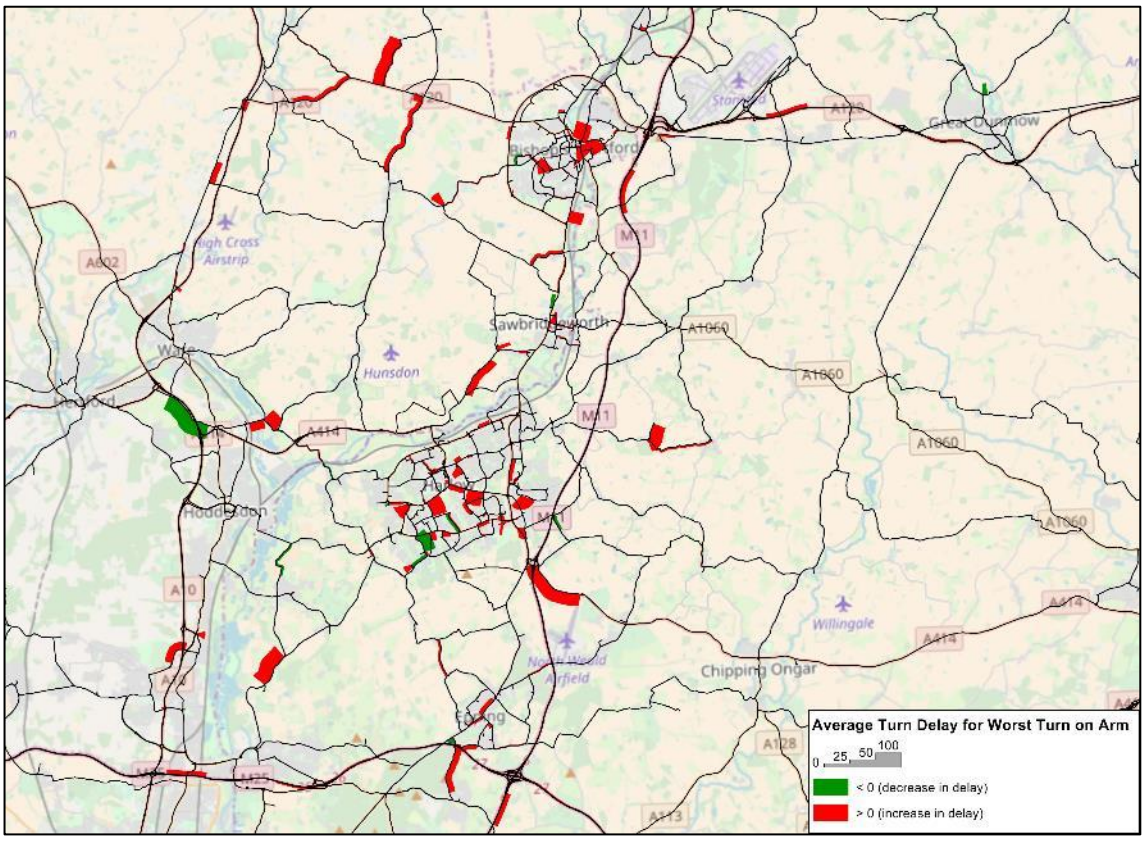
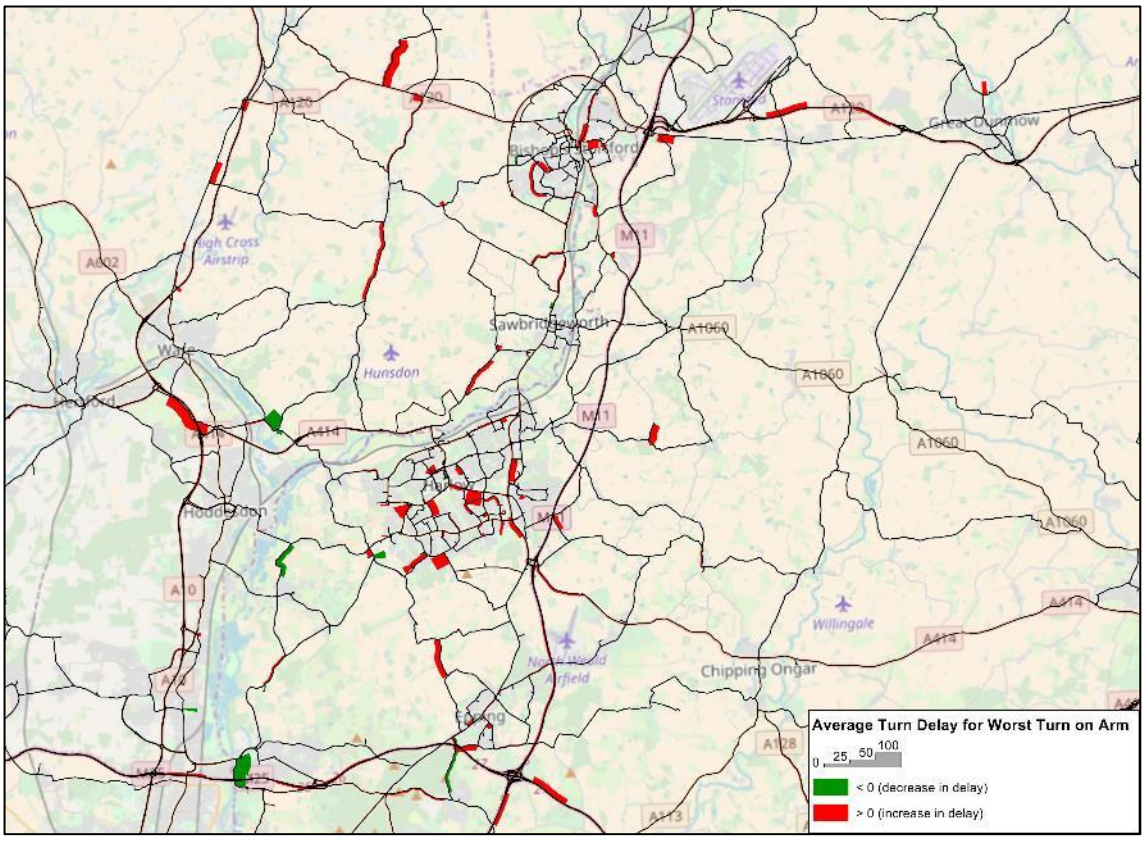


Figure 13-15 : Turn Delay Difference between Base 2014 and High DM 2036 models – PM



13.8.14 Figure 13-16 and Figure 13-17 show delay changes between the Base and Do-Minimum 2051 models, for the AM and PM periods respectively. Plots for the IP can be found in Appendix I.

13.8.15 The figures below show some significant increases and decreases in traffic flow in different parts of the network. An explanation of significant changes is provided below.

- Delays generally increase between 2014 and 2051 in both time periods, and increases are more severe than in 2021 and 2036;
- The most marked areas of delay increases are similar to those outlined above for 2021 and 2036 and particularly in Harlow and Bishop's Stortford; however, the impacts of growth are higher; and
- There are no significant differences in the trends of delay difference location between the 2014 and 2036 comparison and the 2014 and 2051 comparison.

Figure 13-16: Turn Delay Difference between Base 2014 and High DM 2051 models – AM

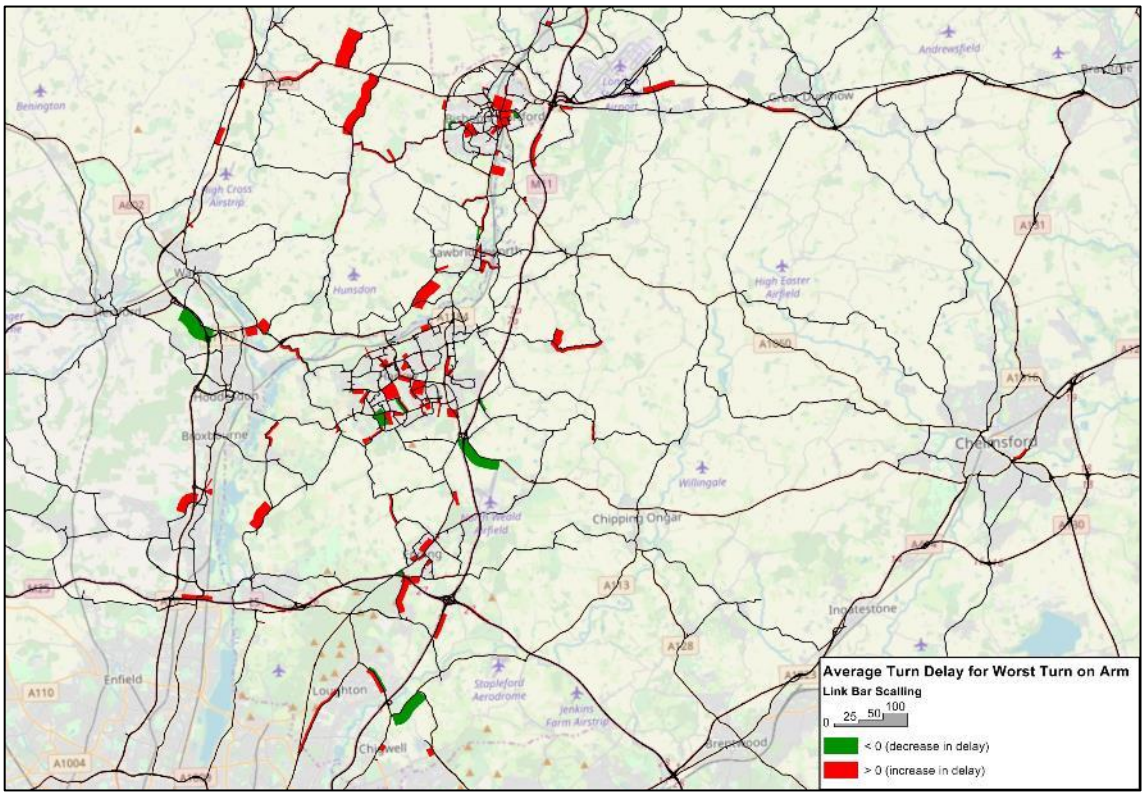
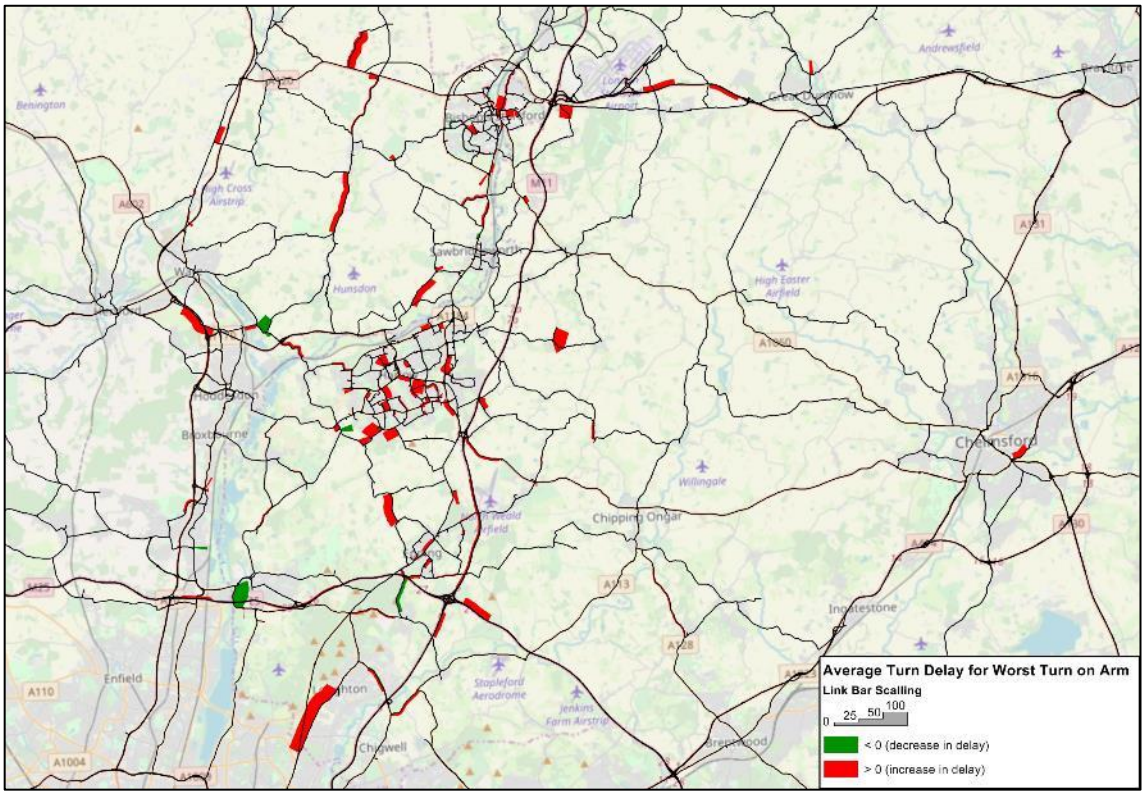


Figure 13-17: Turn Delay Difference between Base 2014 and High DM 2051 models – PM



14. M11 J7a Scheme Impacts – High Scenario

14.1 Flow Impacts from the M11 J7a Scheme in 2021 High Growth

14.1.1 As detailed in Section 3 'Do-Something' (DS) networks were built to represent the local road network with the inclusion of the scheme, the new M11 J7a. The scheme includes a link between the M11 and B183 Sheering Road, and capacity improvements on the B183 between the new link and the A414.

14.1.2 A series of model runs were carried out at Stage 3 to investigate the potential impacts of a proposed Harlow Northern Bypass. The results of this can be found in the 'Northern Bypass Addendum', which was produced in April 2016. This scheme has not been included in the model runs presented in the main report.

14.1.3 A plot displaying the location and design of the proposed scheme for M11 J7a that has been modelled can be found in Figure 3-8. It is assumed that the scheme would be in place by 2021.

14.1.4 The plots below in M11 J7-J8: Flows on the M11 would be expected to increase significantly. This indicates that in traffic is switching from using J7 to using J7a, but also additional vehicles to and from the north would also use the motorway to access Harlow via J7a in preference to using other less suitable minor routes in the vicinity.

- In the PM peak hour traffic on the M11 south of J7 increases, this is likely to be as a result of freeing up capacity at M11 J7, which gets very congested in the PM peak.
- A consequence of traffic using J7a to access Harlow is that traffic flows would be expected to significantly increase along B183 Gilden Way to the west of the new link.
- The location of the new junction facilitates traffic wishing to access the north and east of the town. This is expected to result in reductions in flows on the A414 to the south of Gilden Way, which would be greater immediately to the north of J7, as a result of this traffic using the new motorway junction.
- To the north of the modelled area there is an increase in traffic using the A120 east of M11 J8; this is likely to be partly due to the switch from more local roads to the motorway to make use of the new access into Harlow. This is supported by the general decrease in flows on the more minor north south roads between Bishop's Stortford and Harlow.
- Within Harlow there are minor but visible traffic increases along the key links in northern Harlow, including the A414 Edinburgh Way, First Avenue, Second Avenue and A414 London Road. This increase further supports the supposition that traffic within the northern part of Harlow has a greater propensity to use the more northerly M11 access point.

14.1.5 Figure 14-1 and Figure 14-2 are for the AM and PM peak hours respectively. The area shown covers the entire detailed modelled area as well as some additional network to the east and the west. Plots, which are zoomed to provide more detail of changes, are also provided in Appendix H for all three time periods.

14.1.6 The figures show significant changes in modelled traffic flow in different parts of the network. All flow changes are considered to be logical representations of what is likely to occur with the Do-Something scheme in place. Significant flow changes are described below.

- M11 J7-J8: Flows on the M11 would be expected to increase significantly. This indicates that in traffic is switching from using J7 to using J7a, but also additional vehicles to and from the north would also use the motorway to access Harlow via J7a in preference to using other less suitable minor routes in the vicinity.
- In the PM peak hour traffic on the M11 south of J7 increases, this is likely to be as a result of freeing up capacity at M11 J7, which gets very congested in the PM peak.
- A consequence of traffic using J7a to access Harlow is that traffic flows would be expected to significantly increase along B183 Gilden Way to the west of the new link.

- The location of the new junction facilitates traffic wishing to access the north and east of the town. This is expected to result in reductions in flows on the A414 to the south of Gilden Way, which would be greater immediately to the north of J7, as a result of this traffic using the new motorway junction.
- To the north of the modelled area there is an increase in traffic using the A120 east of M11 J8; this is likely to be partly due to the switch from more local roads to the motorway to make use of the new access into Harlow. This is supported by the general decrease in flows on the more minor north south roads between Bishop's Stortford and Harlow.
- Within Harlow there are minor but visible traffic increases along the key links in northern Harlow, including the A414 Edinburgh Way, First Avenue, Second Avenue and A414 London Road. This increase further supports the supposition that traffic within the northern part of Harlow has a greater propensity to use the more northerly M11 access point.

Figure 14-1 : Traffic Flow Difference between DM and DS models for High 2021 – AM

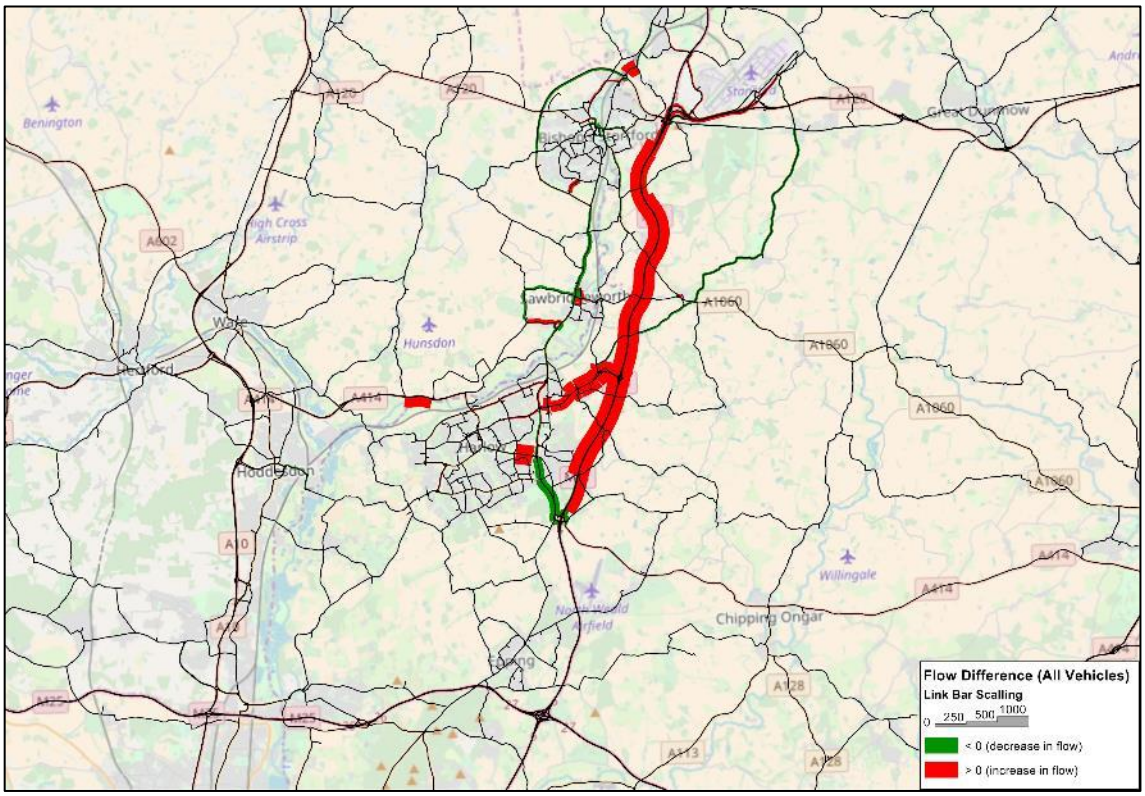
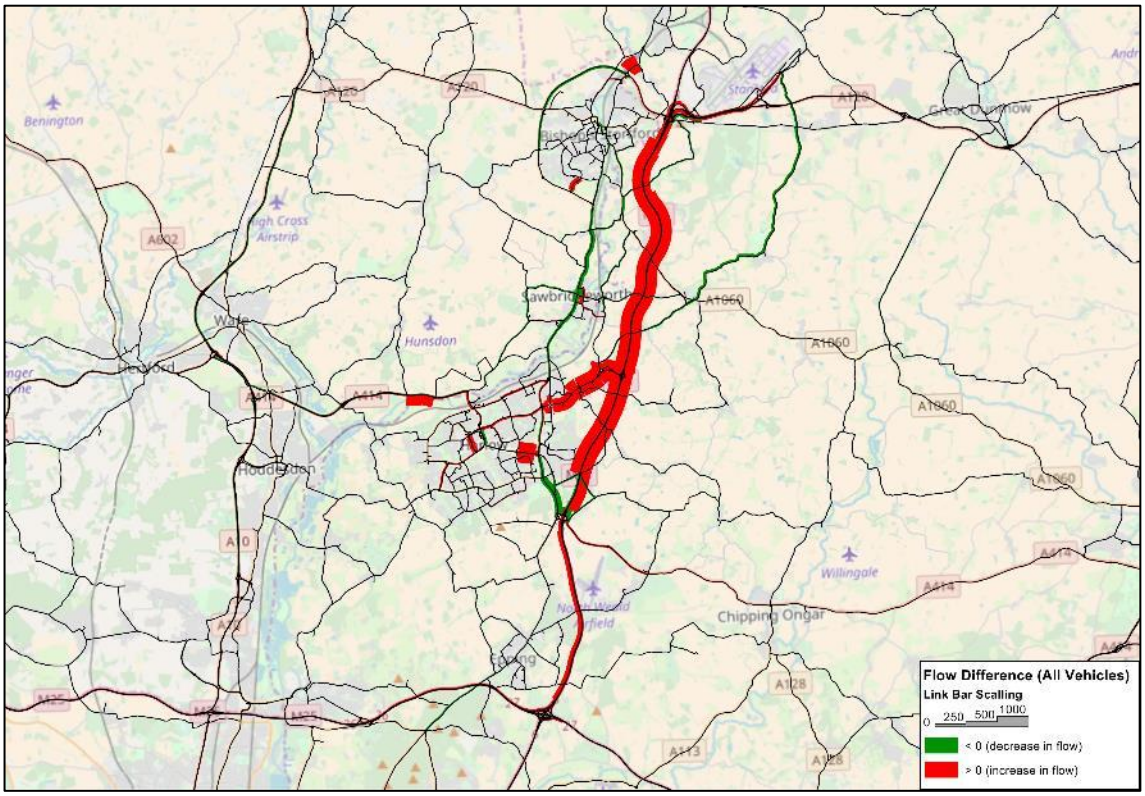
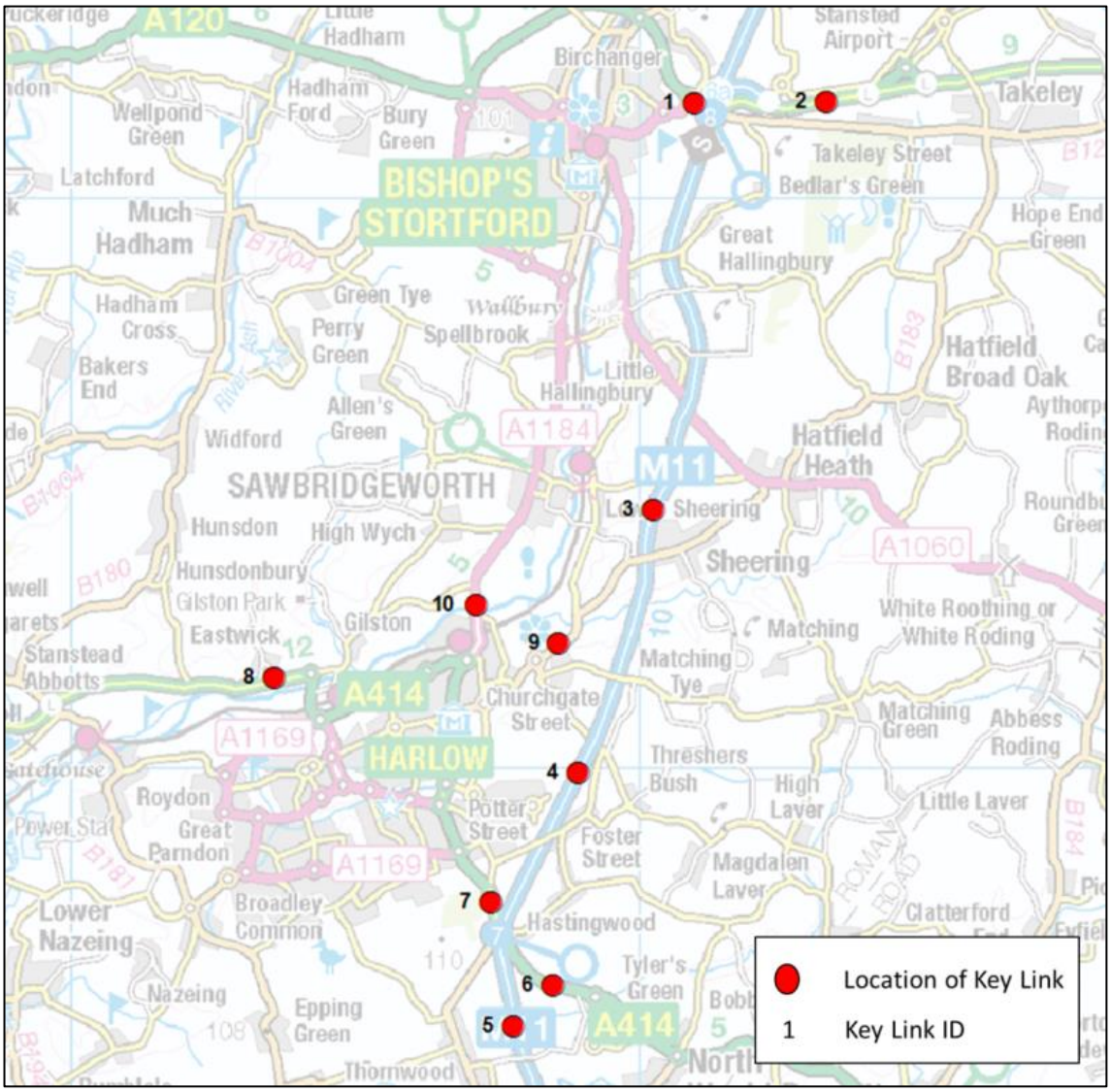


Figure 14-2 : Traffic Flow Difference between DM and DS models for High 2021 - PM



14.1.7 Figure 14-3 displays links in the road network that are considered important, similarly to Figure 13-3. This plot below includes one additional site on the M11, in order to better assess the traffic flow differences after the M11 J7a is included.

Figure 14-3 : Locations of Key Links for Traffic Flow Comparison – High - DM to DS



14.1.8 The above links are examined on an individual basis for the AM and PM in The M11 north of J7a experiences a large increase in traffic as a result of better access to Harlow via the SRN; this encourages routing shifts to the motorway from local routes for many relatively short distance trips.

14.1.9 The most significant traffic growth for any link is on the B183 Gilden Way near the M11 J7a scheme itself. This link sees a 77% and 105% increase in flow for the AM and PM periods respectively. This road is now a major link between Harlow and the SRN, and traffic has grown accordingly.

14.1.10 Table 14-1. The table shows how 2-way total vehicle flows have changed between the Do-Minimum and Do-Something 2021 situations.

14.1.11 The table below mirrors the flow difference plots as traffic is re-routing to the SRN away from the local road network, and in particular currently well utilised local rat-runs.

14.1.12 Reductions in traffic flow are modelled on the following links, demonstrating that the scheme is likely to help to relieve these locations:

- A414, west of Eastwick Roundabout – this is the main road linking Harlow to the west, it experiences an important reduction in flow as a consequence of re-routing with M11 J7a introduced;
- A414 (west of J7) – this is currently the only principal road linking Harlow to the SRN, it sees a significant decrease in flow as a result of re-routing with M11 J7a introduced;
- A1184 Cambridge Road – this road is near to capacity and heavily congested in peak periods, the M11 J7a scheme removes traffic from this link particularly in the PM; and
- M11 (south of J7a) – the M11 between J7 and J7a displays a reduction in flow as a result of the scheme with a new entry point allowing traffic to access the motorway at a more northerly location.

14.1.13 Traffic flow has increased significantly on some links as a result of the scheme and consequent re-routing. There are a number of links, which display small increases, these links are strategic and include the M11 (expect between J7 and J7a), A120 and A414 (east of M11 J7).

14.1.14 The M11 north of J7a experiences a large increase in traffic as a result of better access to Harlow via the SRN; this encourages routing shifts to the motorway from local routes for many relatively short distance trips.

14.1.15 The most significant traffic growth for any link is on the B183 Gilden Way near the M11 J7a scheme itself. This link sees a 77% and 105% increase in flow for the AM and PM periods respectively. This road is now a major link between Harlow and the SRN, and traffic has grown accordingly.

Table 14-1 : Key link traffic flows – DM and High DS 2021 Comparison

ID	Link Name	2-way Traffic Flow (All Vehicles)							
		DM		DS		Difference DS - DM		% Change from DM to DS	
		AM	PM	AM	PM	AM	PM	AM	PM
1	A120, west of M11 J8	3979	3985	3991	4027	11	42	0%	1%
2	A120, between M11 J8 and Stansted Airport	5692	6633	6109	7022	417	389	7%	6%
3	M11, north of J7a	6892	7928	7837	9112	945	1184	14%	15%
4	M11, south of J7a			6462	7352	-430	-576	-6%	-7%
5	M11, south of J7	7620	8701	7687	9187	67	486	1%	6%
6	A414, east of M11 J7	1645	1479	1721	1683	76	204	5%	14%
7	A414, west of m11 J7	4713	4866	3765	4150	-948	-716	-20%	-15%
8	A414, west of Eastwick Roundabout	2297	2648	1074	1361	-1223	-1288	-53%	-49%
9	B183 Gilden Way, east of Harlowbury Rbt	1551	1450	2750	2976	1199	1526	77%	105%
10	A1184 Cambridge Road, at the River Stort bridge	1697	1594	1555	1339	-142	-255	-8%	-16%

14.2 Flow Impacts from the M11 J7a Scheme in 2036 High Growth

14.2.1 Two future years have been assessed for each growth scenario, the impact of the M11 J7a scheme in 2021 has already been discussed above, and the impact of the scheme in 2036 will follow in this section.

14.2.2 The plots below in Figure 14-4 and Figure 14-5 are for the AM peak and PM peak respectively. As with 2021 plots, which are zoomed to provide more detail of changes are provided in Appendix H for all three time periods.

14.2.3 The figures below show some large increases and decreases in traffic flow in different parts of the network. All are deemed logical considering the scheme that has been put in place in the Do-Something situation. The changes for most of the network are similar to 2021, see Section 14.1.

14.2.4 There are no major differences in the patterns of traffic flow change observed for 2036 that suggest that the M11 J7a scheme has a different impact than to what is described for 2021. The only noticeable change is that the trends explained for 2021 are exaggerated in 2036. Where there are decreases in 2021 the decreases appear to be larger in 2036, and likewise with flow increases. This is simply because the volumes of traffic in the 2036 forecast year are markedly higher than in the modelled 2021 situation.

14.2.5 The most notable locations at which scheme impacts are greater than the 2021 observations are as follows:

- M11 – north of M11 J7a
- M11 – south of M11 J7a
- B183 Harlow Road – east of M11 J7a
- A414 London Road – connection to M11 J7
- B183 Gilden Way –west of M11 J7a

Figure 14-4 : Traffic Flow Difference between DM and DS models for High 2036 - AM

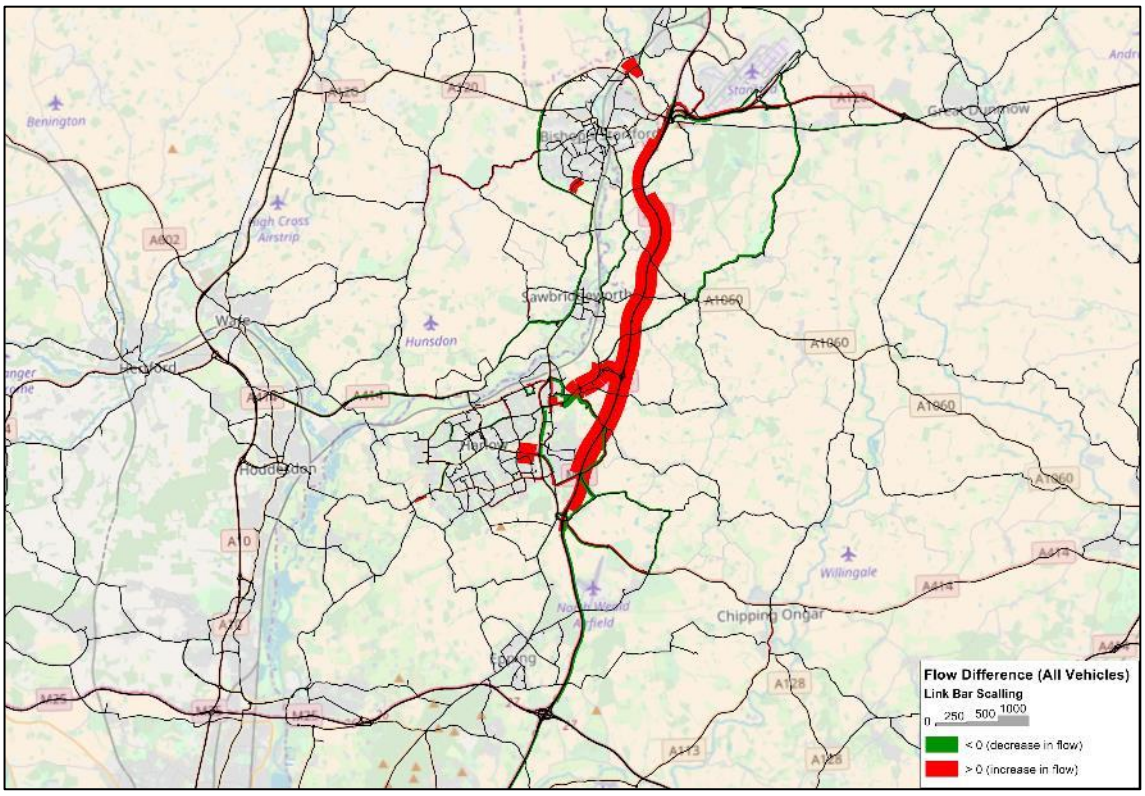
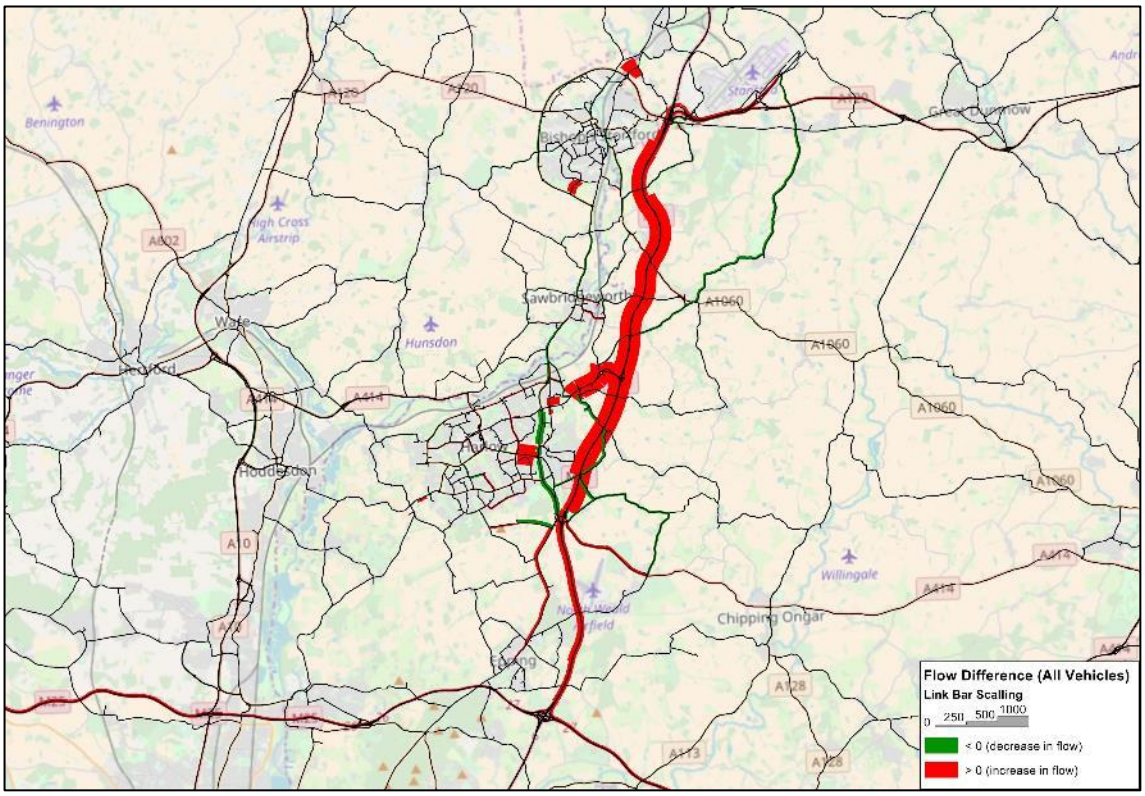


Figure 14-5 : Traffic Flow Difference between DM and DS models for High 2036 - PM



14.2.6 The key links identified in the previous section are also examined for the 2036 models in Table 14-2. The table shows how 2-way total vehicle flows have changed between the Do-Minimum and Do-Something 2036 situations.

14.2.7 The table below echoes findings from the 2021 analysis, with traffic re-routing to the SRN away from the local road network.

14.2.8 Reductions in traffic flow in 2036 are modelled on the following links. The reasons for traffic flow decreases are likely to be the same as explained in the previous 2021 section.

- A414 (west of J7)
- A1184 Cambridge Road.

14.2.9 Two links are affected differently in different time periods, however the changes are small in magnitude and probably represent that the scheme has little impact upon these sites in 2036. These links are as follows:

- M11 (south of J7);
- A414 (east of J7); and
- A414 (west of Eastwick Roundabout)

14.2.10 As in 2021, traffic flow is modelled to increase significantly on some links as a result of the scheme and consequent re-routing. There are a number of links, which display small increases, these links are strategic and include the M11 (expect between J7 and J7a, and south of J7a), A120 and A414 (east of M11 J7).

14.2.11 As explained in the 2021 analysis the M11 north of J7a experiences a large increase in traffic as a result of better access to Harlow via the SRN.

14.2.12 The most significant traffic growth for any link is on the B183 Gilden Way near the M11 J7a scheme itself. This link sees increases of 26% and 48% in flow for both the AM and PM periods respectively. This road is now a major link between Harlow and the SRN, and traffic has grown accordingly. The percentage increases are much smaller than those witnessed in 2021; this is due to traffic being constraint at this location due to limits on the capacity of this road.

Table 14-2 : Key link traffic flows – DM and High DS 2036 Comparison

ID	Link Name	2-way Traffic Flow (All Vehicles)							
		DM		DS		Difference DS - DM		% Change from DM to DS	
		AM	PM	AM	PM	AM	PM	AM	PM
1	A120, west of M11 J8	4655	4293	4814	4365	159	71	3%	2%
2	A120, between M11 J8 and Stansted Airport	6792	7117	6982	7554	190	437	3%	6%
3	M11, north of J7a	8494	8787	9180	9763	686	976	8%	11%
4	M11, south of J7a			8964	9229	470	442	6%	5%
5	M11, south of J7	9658	9781	9518	10447	-140	665	-1%	7%
6	A414, east of M11 J7	1994	1623	1939	1944	-55	321	-3%	20%
7	A414, west of M11 J7	5026	5416	4959	4849	-66	-566	-1%	-10%
8	A414, west of Eastwick Roundabout	2320	2038	2275	2031	-45	-7	-2%	0%
9	B183 Gilden Way, east of Harlowbury Rbt	2034	1636	2567	2420	533	783	26%	48%
10	A1184 Cambridge Road, at the River Stort bridge	1950	1731	1918	1577	-32	-154	-2%	-9%

14.3 Flow Impacts from the M11 J7a Scheme in 2051 High Growth

14.3.1 The plots below in Figure 14-6 and Figure 14-7 are for the AM peak and PM peak respectively. As with 2021 and 2036 plots, which are zoomed to provide more detail of changes are provided in Appendix H for all three time periods.

14.3.2 The figures below show some large increases and decreases in traffic flow in different parts of the network. All are deemed logical considering the scheme that has been put in place in the Do-Something situation. The changes for most of the network are similar to 2021 and 2036, see Section 14.1 and Section 14.2.

14.3.3 There are no major differences in the patterns of traffic flow change observed for 2051 that suggest that the M11 J7a scheme has a different impact than to what is described for 2021 and 2036. The only noticeable change is that the trends explained for 2036 are exaggerated in 2051. Where there are decreases in 2036 the decreases appear to be larger in 2051, and likewise with flow increases. This is simply because the volumes of traffic in the 2051 forecast year are markedly higher than in the modelled 2036 situation.

14.3.4 The most notable locations at which scheme impacts are greater than the 2021 observations are as follows:

- M11 – north of M11 J7a
- M11 – south of M11 J7a
- B183 Harlow Road – east of M11 J7a
- A414 London Road – connection to M11 J7
- B183 Gilden Way –west of M11 J7a

Figure 14-6 : Traffic Flow Difference between DM and DS models for High 2051 - AM

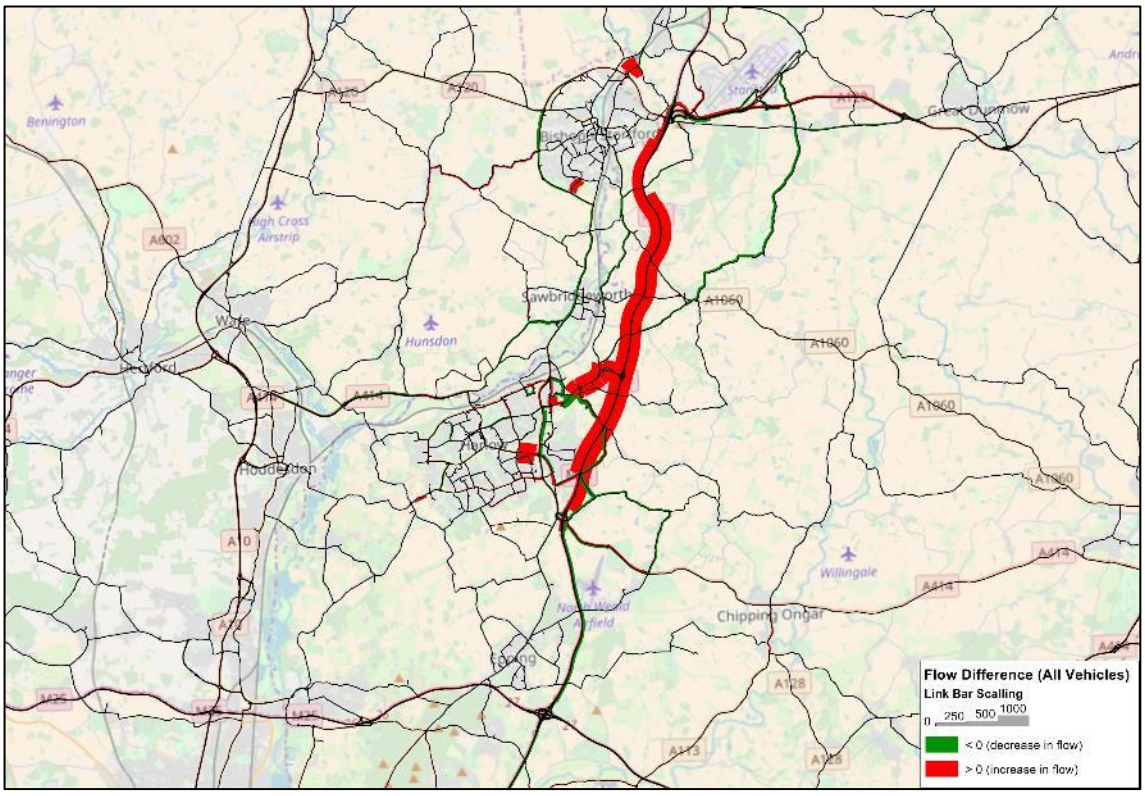
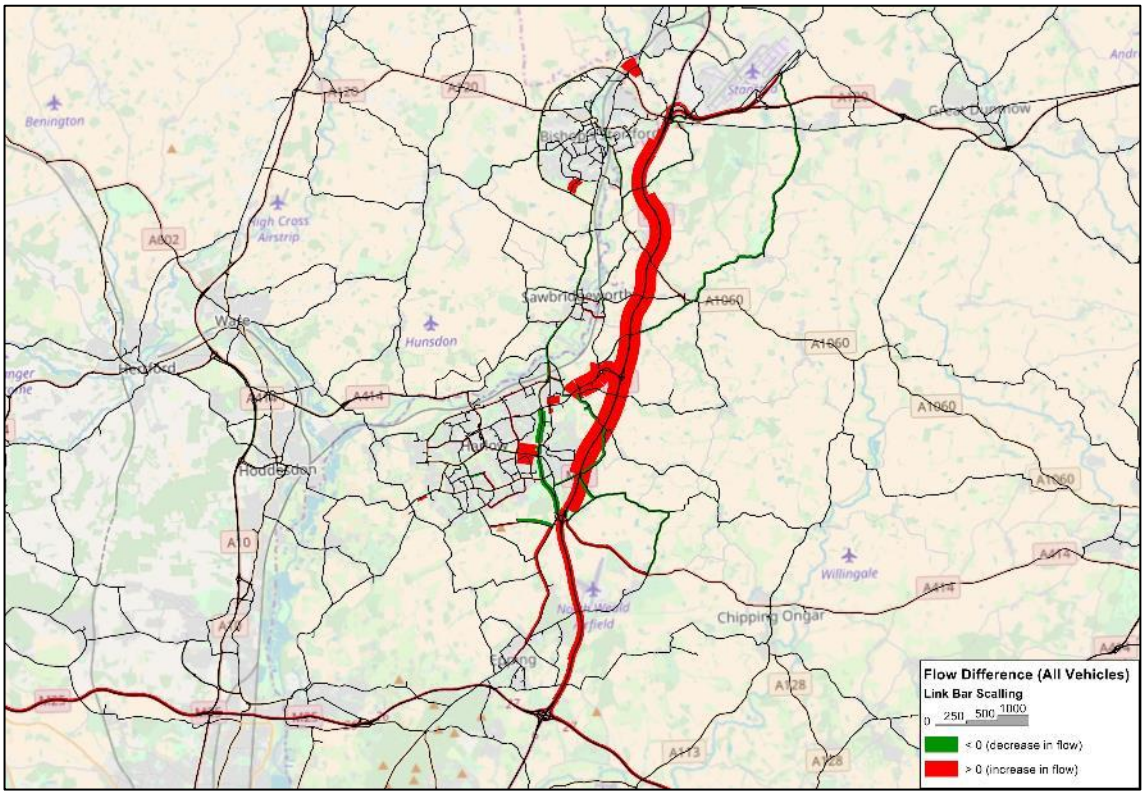


Figure 14-7 : Traffic Flow Difference between DM and DS models for High 2051 - PM



14.3.5 The key links identified in the previous section are also examined for the 2051 models in The most significant traffic growth for any link is on the B183 Gilden Way as a result of being one of the main connector with the scheme and consequent re-routing. This link sees a 136% and 51% increase in flow for the AM and PM periods respectively. This road is now a major link between Harlow and the SRN, and traffic has grown accordingly. The percentage increases for the AM peak is much higher than those witnessed in 2021 and 2036; this is due to traffic being re-routed from this location due to limits on the capacity of this road.

14.3.6 Table 14-3. The table shows how 2-way total vehicle flows have changed between the Do-Minimum and Do-Something 2051 situations.

14.3.7 The table below echoes findings from the 2021 and 2036 analysis, with traffic re-routing to the SRN away from the local road network.

14.3.8 Reductions in traffic flow in 2051 are modelled on the following links. The reasons for traffic flow decreases are likely to be the same as explained in the previous 2021 and 2036 sections.

- A414 (west of J7)
- A1184 Cambridge Road.

14.3.9 Two links are affected differently in different time periods, however the changes are small in magnitude and probably represent that the scheme has little impact upon these sites in 2036. These links are as follows:

- A414 (east of J7); and
- A414 (west of Eastwick Roundabout)

14.3.10 Traffic flow has increased significantly along B183 Gilden Way as a result of the scheme and consequent re-routing. There are a number of links, which display small increases, these links are strategic and include the M11 (expect between J7 and J7a, and south of J7a), A120 and A414 (east of M11 J7).

14.3.11 The most significant traffic growth for any link is on the B183 Gilden Way as a result of being one of the main connector with the scheme and consequent re-routing. This link sees a 136% and 51% increase in flow for the AM and PM periods respectively. This road is now a major link between Harlow and the SRN, and traffic has grown accordingly. The percentage increases for the AM peak is much higher than those witnessed in 2021 and 2036; this is due to traffic being re-routed from this location due to limits on the capacity of this road.

Table 14-3 : Key link traffic flows – DM and High DS 2051 Comparison

ID	Link Name	2-way Traffic Flow (All Vehicles)							
		DM		DS		Difference DS - DM		% Change from DM to DS	
		AM	PM	AM	PM	AM	PM	AM	PM
1	A120, west of M11 J8	4623	4281	4776	4599	153	318	3%	7%
2	A120, between M11 J8 and Stansted Airport	7136	7679	7893	8055	757	376	11%	5%
3	M11, north of J7a	8771	9305	9709	10492	938	1188	11%	13%
4	M11, south of J7a			9501	9915	730	611	8%	7%
5	M11, south of J7	9746	10268	10185	11137	439	869	5%	8%
6	A414, east of M11 J7	1837	1680	1745	1936	-91	256	-5%	15%
7	A414, west of M11 J7	5117	5425	5066	4949	-51	-476	-1%	-9%
8	A414, west of Eastwick Roundabout	2280	2098	2351	2074	71	-24	3%	-1%
9	B183 Gilden Way, east of Harlowbury Rbt	1096	1726	2586	2612	1491	885	136 %	51%

ID	Link Name	2-way Traffic Flow (All Vehicles)							
		DM		DS		Difference DS - DM		% Change from DM to DS	
		AM	PM	AM	PM	AM	PM	AM	PM
10	A1184 Cambridge Road, at the River Stort bridge	2097	1687	2034	1606	-63	-81	-3%	-5%

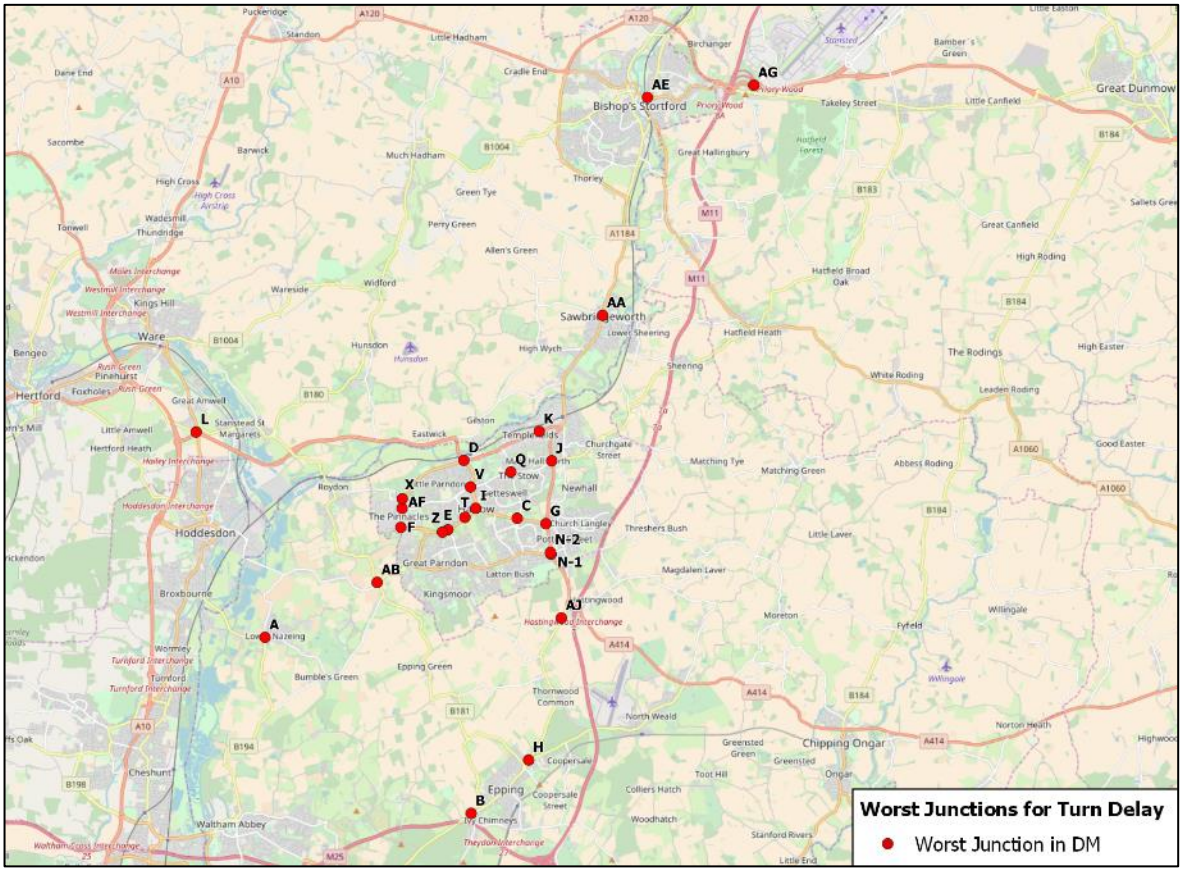
14.4 Impacts upon Delay from the M11 J7a Scheme in 2021 for High Growth

14.4.1 Section 13.5 describes the location of delay and capacity constraint across the detailed modelled area in 2021 in the High Growth scenario, but without the proposed scheme. The principle areas highlighted as congested were as follows:

- Lower Nazeing and Epping signalised junctions;
- Burnt Mill Roundabout in Harlow; and
- Key distributor routes in Harlow, including A414, A1025 Second Avenue, A1025 Third Avenue and Velizy Avenue.

14.4.2 Figure 14-8 shows the locations of the junctions identified as the worst for turn delay in 2021. Each junction has an individual ID and can also be found in Table 14-4, which displays the impact of the scheme upon these junctions.

Figure 14-8 : Location of Worst Junctions for delay in the High 2021 DS Models



14.4.3 The junctions shown below are in the same order as in the Table 13-5, therefore the junctions at the top of the list are those that suffer the worst turn delay in the Do-Minimum situation in 2021.

14.4.4 The key observations from the below values are that:

- The Lower Nazeing junction sees mixed impacts from M11 J7a with an increase in the AM and a small decrease in delay in the PM;
- Junctions in Epping experience only very minor changes between the DM and DS simulations;
- Within Harlow and Sawbirdgeworth junctions that see a significant improvement from the M11 J7a scheme are as follows:
  - Second Avenue / Howard Way Roundabout, Harlow
  - Clocktower Roundabout, Harlow; and
  - A1025 Third Avenue / Three Horseshoes Road, Harlow.
- Conversely there a number of junctions, where turn delay significantly increases as a result of the introduction of the new motorway junction, this occurs at:
  - Burnt Mill Roundabout, Harlow
  - A414 London Road / B183 Gilden Way Roundabout, Harlow, and
  - A1184 / West Road / Station Road Junction, Sawbridgeworth
- Burnt Mill Roundabout experiences turn delay increases rising by more than three and a half minutes in the AM and more than three minutes in the PM. Likewise, A414 London Road / B183 Gilden Way Roundabout junction, which is in close proximity to the scheme sees large delay increases as a result of the M11 J7a, with turn delay rising by more than two minutes in both peak time periods.

14.4.5 In addition to the above there are some junctions where the impact of the scheme is less clear, or changes between time periods.

14.4.6 Overall the scheme appears to have most positive impact on concentrated areas around the M11 J7 and the current connection to the SRN, as well as relieving some junctions where well used minor roads meet local A and B roads that have had some traffic re-routed away from them.

14.4.7 The M11 J7a increases strain at junctions in Harlow particularly along some of the key routes that are already suffering from high levels of turn delay.

Table 14-4 : Impact of the scheme upon the top 20 worst junctions in High DS 2021

ID	Location	Sum of turn delay (minutes)					
		AM		PM		Difference	
		DM	DS	DM	DS	AM	PM
A	Lower Nazeing Signals	11.1	12.29	8.55	8.32	1.19	-0.23
D	Burnt Mill Roundabout, Harlow	11.74	15.48	5.02	8.14	3.74	3.12
J	A414 London Road / B183 Gilden Way Roundabout, Harlow	7.69	9.87	3.9	5.98	2.18	2.08
C	Second Avenue / Howard Way Roundabout, Harlow	6.14	3.77	4.06	2.93	-2.37	-1.13
B	High Road / Theydon Road Signals, Epping	5.33	5.31	5.1	4.6	-0.02	-0.50
AE	A1250 /A1060 Bishop's Stortford Cross	5.21	2.88	5.18	3.74	-2.33	-1.44
V	A1019 Velizy Avenue / First Avenue Roundabout, Harlow	5.42	5.11	3.97	4.22	-0.31	0.25
AF	A1169 Elizabeth Way / Fourth Avenue, The Pinnacles	4.12	4.09	3.18	3.18	-0.03	0.00
I	Crowngate Junction, Harlow	3.2	3.04	3.41	3.47	-0.16	0.06
E	Third Avenue / Abercrombie Way Signals, Harlow	3.69	3.66	2.36	2.74	-0.03	0.38
AB	B181 Epping Road / B1133 Water Lane, Broadly Common	3.99	4.13	1.98	2.07	0.14	0.09
AA	A1184 / West Road / Station Road Junction, Sawbridgeworth	3.23	5.01	2.08	4.95	1.78	2.87

ID	Location	Sum of turn delay (minutes)					
		AM		PM		Difference	
		DM	DS	DM	DS	AM	PM
G	Clocktower Roundabout, Harlow	2.76	1.29	2.72	2.27	-1.47	-0.45
H	Thornwood Road / The Plain Signals, Epping	2.28	2.27	3.03	3.12	-0.01	0.09
N-1	A414 London Road Hamburger Roundabout (southern signals)	2.39	2.29	1.98	1.58	-0.10	-0.40
F	A1169 Elizabeth Way / A1025 Third Avenue Roundabout (The Pinnacles)	7.42	7.68	-	-	0.26	-
Q	Howard Way / First Avenue, Harlow	4.16	4.77	-	-	0.61	-
AG	Priory Wood Roundabout, Stansted Airport	-	-	3.4	2.89	-	-0.51
Z	A1025 Third Avenue / Three Horseshoes Road, Harlow	3.26	0	-	-	-3.26	-
T	Third Avenue / Haydens Road Roundabout, Harlow	3.24	2.73	-	-	-0.51	-
K	A414 Edinburgh Way / East Road Signals, Harlow	2.81	2.98	-	-	0.17	-
X	A1169 Elizabeth Way / Roydon Road, Harlow	-	-	2.69	2.39	-	-0.30
N-2	A414 London Road Hamburger Roundabout (northern signals)	-	-	2	1.56	-	-0.44
L	Great Amwell Roundabout	-	-	1.91	1.73	-	-0.18
AJ	B1393 London Road/Latton Priory, Harlow	-	-	1.91	0.69	-	-1.22

14.4.8 The delay on Rye Hill Road, between Harlow and Epping varies between time periods, and as such this should be regarded as 'model noise'. This link is highly sensitive to small changes as it is such a minor road.

14.4.9 There are decreases in turn delay affecting links in Bishop's Stortford and Harlow town. These links represent some well used alternative routes to the M11 between these locations, a reduction in traffic on these routes as result of re-routing onto the M11 has led to significant improvements with regards delay. This is particularly evident along Thorley Street (Bishop's Stortford).

- The A1184 Road is recognised to be the main route for traffic along the Harlow – Bishop's Stortford corridor. This road sees a marked increase in turn delay for traffic joining the A414 and B183 as result of the scheme for the same reasons as above.
- There are some minor increases in delay along B183 Gilden Way and Edinburgh Way as a consequence of the scheme, and resulting from additional traffic in these locations.

14.4.10 Figure 14-9 and Figure 14-10 found in this section of the report are for the AM peak and PM peak respectively, and show the difference in delays between the Do-Minimum and Do-Something networks. Thus, demonstrating the impact of the M11 J7a scheme upon congestion in the surrounding area. Plots for the inter-peak can be found in Appendix I.

14.4.11 Note that the magnitude of delay is represented by the width of the bars, and not by their length. The length is only representative of the length of the coded link and not the extent of queuing or delay.

14.4.12 The measure of delay used for these plots considers the maximum turn delay (in seconds) on each arm of every junction that is coded within the model. The maximum turn delay refers to the worst turn on that arm. The delay for each turn is calculated as an average turn delay for vehicles across the whole hour period being assessed. Within VISUM the maximum turn delay for arms must be displayed for a specific user class, it is not calculated across all classes. Consequently, it was decided to select Car Commute (CC). Checks were carried out to ensure that there was not a large variation between user classes and it was found that the variation was usually zero and always negligible.

14.4.13 The green link bars represent a decrease in delay for this link, which represents an arm of the junction it goes in to. Conversely red link bars display locations where there is an increase in delay. All delay values are in seconds.

14.4.14 Only links with a difference over 30 seconds are displayed. Any changes smaller than this are not included in these plots.

14.4.15 The area covered within the plots includes entire detailed modelled area as well as some additional network to the east and the west.

14.4.16 The figures below suggest some significant increases and decreases in delay associated with the introduction of a new junction on the M11. All observed changes are deemed logical, especially when examined alongside the observations on traffic flow difference. An explanation of each significant change in 2021 is provided below:

- There are decreases in turn delay affecting links in Bishop's Stortford and Harlow town. These links represent some well used alternative routes to the M11 between these locations, a reduction in traffic on these routes as result of re-routing onto the M11 has led to significant improvements with regards delay. This is particularly evident along Thorley Street (Bishop's Stortford).
- The A1184 Road is recognised to be the main route for traffic along the Harlow – Bishop's Stortford corridor. This road sees a marked increase in turn delay for traffic joining the A414 and B183 as result of the scheme for the same reasons as above.
- There are some minor increases in delay along B183 Gilden Way and Edinburgh Way as a consequence of the scheme, and resulting from additional traffic in these locations.

Figure 14-9 : Turn Delay Difference between DM and DS models for High 2021 – AM

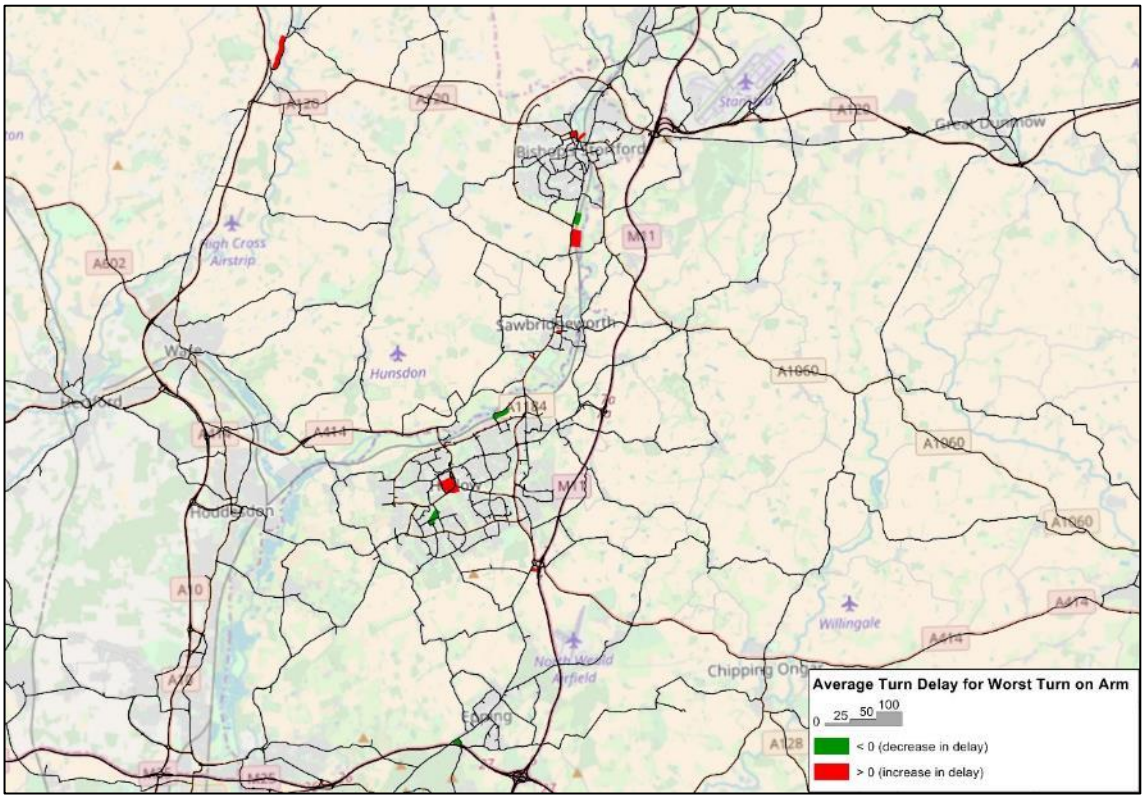
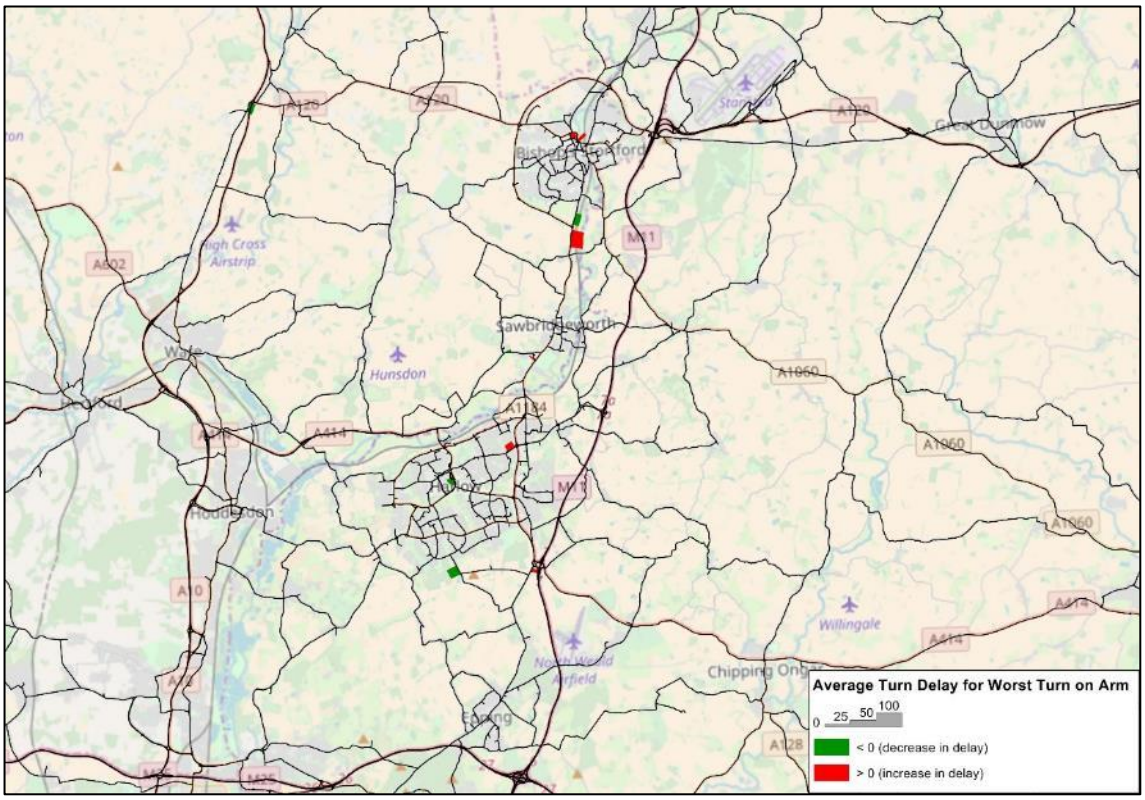


Figure 14-10 : Turn Delay Difference between DM and DS models for High 2021 - PM



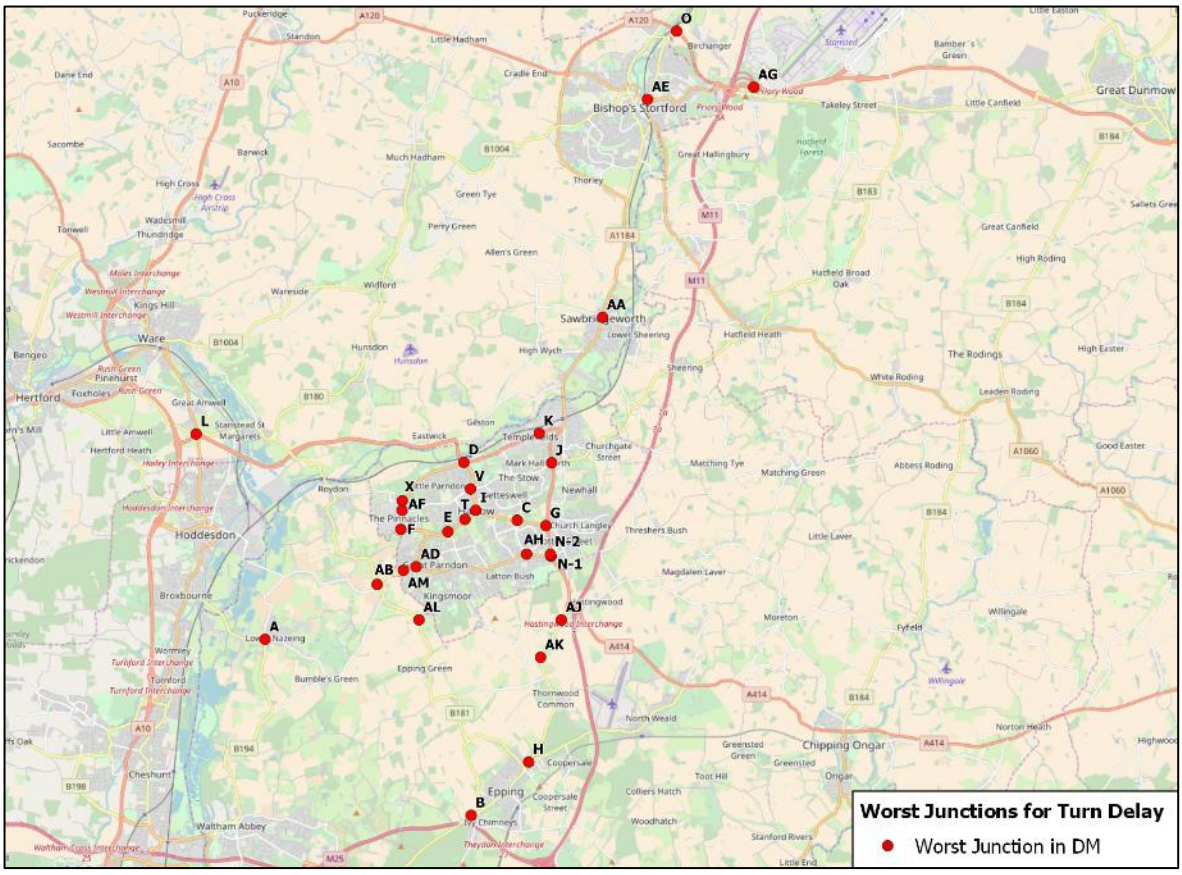
14.5 Impacts upon Delay from the M11 J7a Scheme in 2036 for High Growth

14.5.1 Section 13.6 describes the location of delay and capacity constraint across the detailed modelled area for 2026 in the High Growth scenario, but without the scheme. The principle areas highlighted as congested were as follows:

- Lower Nazeing and Epping signalised junctions;
- Burnt Mill Roundabout in Harlow;
- A1250/A1260 Bishop's Stortford Cross; and
- Key distributor routes in Harlow, including A414, A1025 Second Avenue, A1025 Third Avenue and Velizy Avenue;

14.5.2 Figure 14-11 shows the locations of the junctions identified as the worst for turn delay in 2036. Each junction has an individual ID and can also be found in Table 14-5, which displays the impact of the scheme upon these junctions.

Figure 14-11 : Location of Worst Junctions for delay in the High 2036 DS Models



14.5.3 The junctions shown below are in the same order as in the Table 13-6, therefore the junctions at the top of the list are those that suffer the worst turn delay in the Do-Minimum situation in 2036.

14.5.4 The key observations from the below values are that:

- The Lower Nazeing junction sees a small improvement in turn delay between the DM and DS simulations;
- Signalised junctions in Epping experience only very minor changes between the DM and DS simulations;
- Within Harlow and Sawbridgeworth many junctions see an improvement from the M11 J7a scheme, the largest modelled improvements are as follows:
  - B181 Epping Road / B1133 Water Lane, Broadly Common;
  - Clocktower Roundabout, Harlow;
  - B1393 London Road/Rye Hill Road, Harlow; and
  - A414 London Road Hamburger Roundabout.
- Additionally, junctions in Bishop's Stortford and Stansted Airport significantly improve; particularly at the A1250 /A1060 Bishop's Stortford;
- Conversely there a number of junctions in Harlow where turn delay is modelled to significantly increase, particularly in the PM peak hour, as a result of the introduction of the new motorway junction, this occurs at:
  - Second Avenue / Howard Way Roundabout; and
  - A1019 Velizy Avenue / First Avenue Roundabout.

- The two junctions most negatively affected by the scheme in 2021, Burnt Mill Roundabout and A414 London Road / B183 Gilden Way Roundabout, see mixed impacts in 2036. This is likely to be because planned network improvements in these areas have had some mitigating effect against the negative impacts of traffic growth generated at these junctions by the M11 J7a.

14.5.5 In addition to the above there are some junctions where the modelling suggests that the impact of the scheme is less clear, or changes between time periods.

14.5.6 Overall the scheme appears to have a positive impact across most of the junctions that are severely congested in the Do-Minimum 2036 models. The junctions modelled to be most negatively affected are centred in the vicinity of the scheme, and are located on those roads which will experience the largest increases in traffic flow as a consequence of the M11 J7a scheme.

Table 14-5 : Impact of the scheme upon the top 20 worse junctions in High DM 2036

ID	Location	Sum of turn delay (minutes)					
		AM		PM		Difference	
		DM	DS	DM	DS	AM	PM
A	Lower Nazeing Signals	12.35	12	7.77	7.63	-0.35	-0.14
D	Burnt Mill Roundabout, Harlow	21.02	20.43	6.81	7.53	-0.59	0.72
AE	A1250 /A1060 Bishop's Stortford Cross	10.9	7.92	6.87	4.93	-2.98	-1.94
AB	B181 Epping Road / B1133 Water Lane, Broadly Common	7.63	6.88	8.92	6.96	-0.75	-1.96
G	Clocktower Roundabout, Harlow	8.37	7.95	5.23	3.66	-0.42	-1.57
C	Second Avenue / Howard Way Roundabout, Harlow	8.75	9.19	3.62	4.41	0.44	0.79
B	High Road / Theydon Road Signals, Epping	6.28	5.94	4.67	5.39	-0.34	0.72
V	A1019 Velizy Avenue / First Avenue Roundabout, Harlow	6.47	6.58	4	4.5	0.11	0.50
AG	Priory Wood Roundabout, Stansted Airport	4.58	4.53	3.77	3.37	-0.05	-0.40
T	Third Avenue / Haydens Road Roundabout, Harlow	4.44	4.01	3.24	3.72	-0.43	0.48
E	Third Avenue / Abercrombie Way Signals, Harlow	4.01	4.11	3.56	3.33	0.10	-0.23
J	A414 London Road / B183 Gilden Way Roundabout, Harlow	11.41	11.02	-	-	-0.39	-
AK	B1393 London Road/Rye Hill Road, Harlow	10.57	9.16	-	-	-1.41	-
AJ	B1393 London Road/Latton Priory, Harlow	10.33	10.3	-	-	-0.03	-
F	A1169 Elizabeth Way / A1025 Third Avenue Roundabout (The Pinnacles)	9.23	9.07	-	-	-0.16	-
O	A120 Bishop's Stortford Ring Road / B1383 Stansted Road Roundabout, Bishop's Stortford	5.91	5.43	-	-	-0.48	-
AF	A1169 Elizabeth Way / Fourth Avenue, The Pinnacles	-	-	4.5	4.84	-	0.34
AH	A1169 Southern Way / Trotters Road, Harlow	3.95	4.1	-	-	0.15	-
AL	B181 Epping Road /Parsloe Road, Kingsmoor	3.74	2.93	-	-	-0.81	-
H	Thornwood Road / The Plain Signals, Epping	-	-	3.56	3.65	-	0.09
AD	A1169 Katherine's Way / Water Lane, Harlow	3.54	3.25	-	-	-0.29	-
K	A414 Edinburgh Way / East Road Signals, Harlow	3.41	3.37	-	-	-0.04	-
I	Crowngate Junction, Harlow	-	-	3.21	3.41	-	0.20
AM	B1133 Water Lane/Broadley Road Roundabout, Harlow	-	-	3.18	2.57	-	-0.61
AA	A1184 / West Road / Station Road Junction, Sawbridgeworth	-	-	3.17	2.24	-	-0.93
N-1	A414 London Road Hamburger Roundabout (southern signals)	-	-	3.15	2.4	-	-0.75
L	Great Amwell Roundabout	-	-	3.01	2.41	-	-0.60
N-2	A414 London Road Hamburger Roundabout (northern signals)	-	-	2.97	1.68	-	-1.29

ID	Location	Sum of turn delay (minutes)					
		AM		PM		Difference	
		DM	DS	DM	DS	AM	PM
X	A1169 Elizabeth Way / Roydon Road, Harlow	-	-	2.83	3.09	-	0.26

14.5.7 Figure 14-12 and Figure 14-13 found below are for the AM and PM peak hours respectively for 2036, and show the difference in delays between the Do-Minimum and Do-Something networks. Plots for the IP can be found in Appendix I.

14.5.8 Note that the magnitude of delay is represented by the width of the bars, and not by their length. The length is only representative of the length of the coded link and not the extent of queuing or delay.

14.5.9 The changes for most of the network are similar to 2021, see Section 14.3.

14.5.10 There are no major differences in the patterns of delay change observed for 2036 compared to 2021. However, where there are decreases in 2021, the decreases appear to be larger in 2036, and likewise with delay increases. This is likely to be because the volumes of traffic in the 2036 forecast year are significantly higher than in the modelled 2021 situation, therefore producing more delay.

14.5.11 There are a few locations at which the trends are different from 2021, these are described below.

- There are further modelled improvements with decreasing delay between Bishop's Stortford / Stansted Airport and Harlow. More roads in this area see delay reductions, particularly along the B1004 Winding Hill (west of Bishop Stortford) and A1060 and the minor roads that feed it.
- In close proximity to the Lowe Nazeing signalised junction in the AM there are significant changes to delay along Redricks Lane. This is a minor, low capacity road and is very sensitive to small changes in flows.
- In the PM, there are some significant increases in delay in Harlow Town as a consequence of the scheme, and resulting from additional traffic in this locations.

Figure 14-12 : Turn Delay Difference between DM and DS models for High 2036 – AM

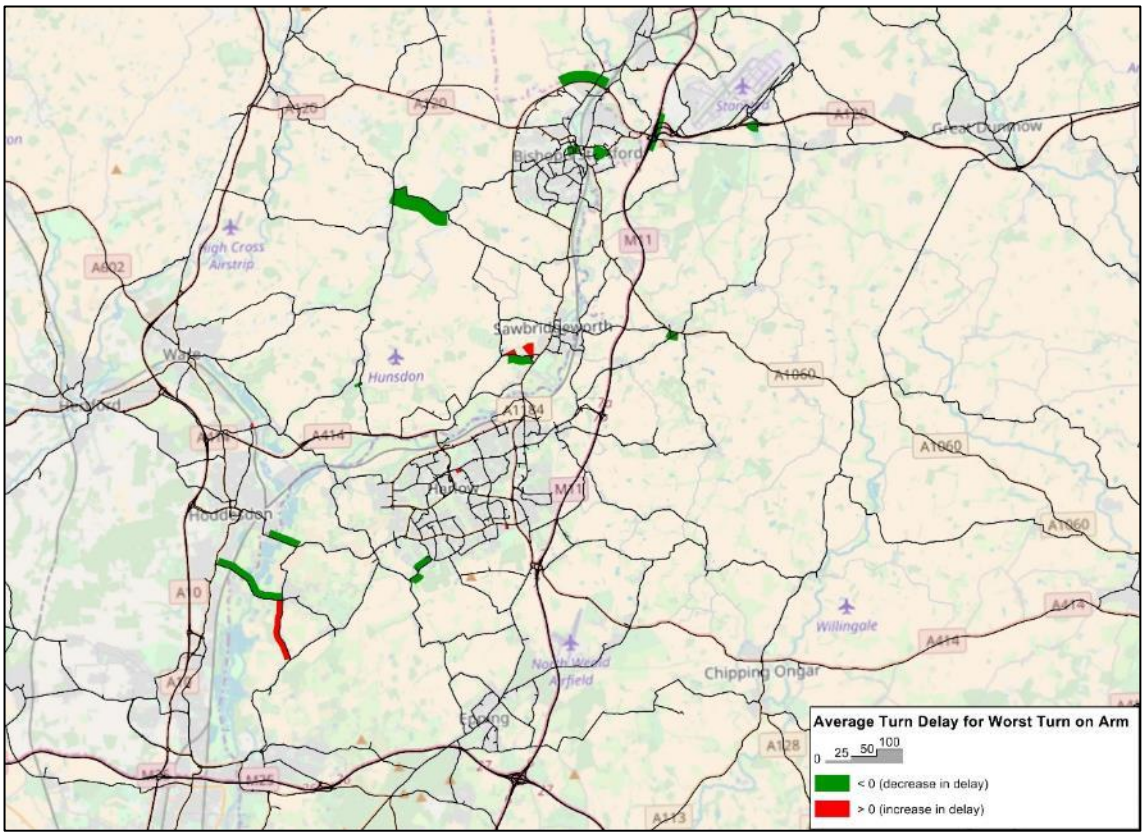
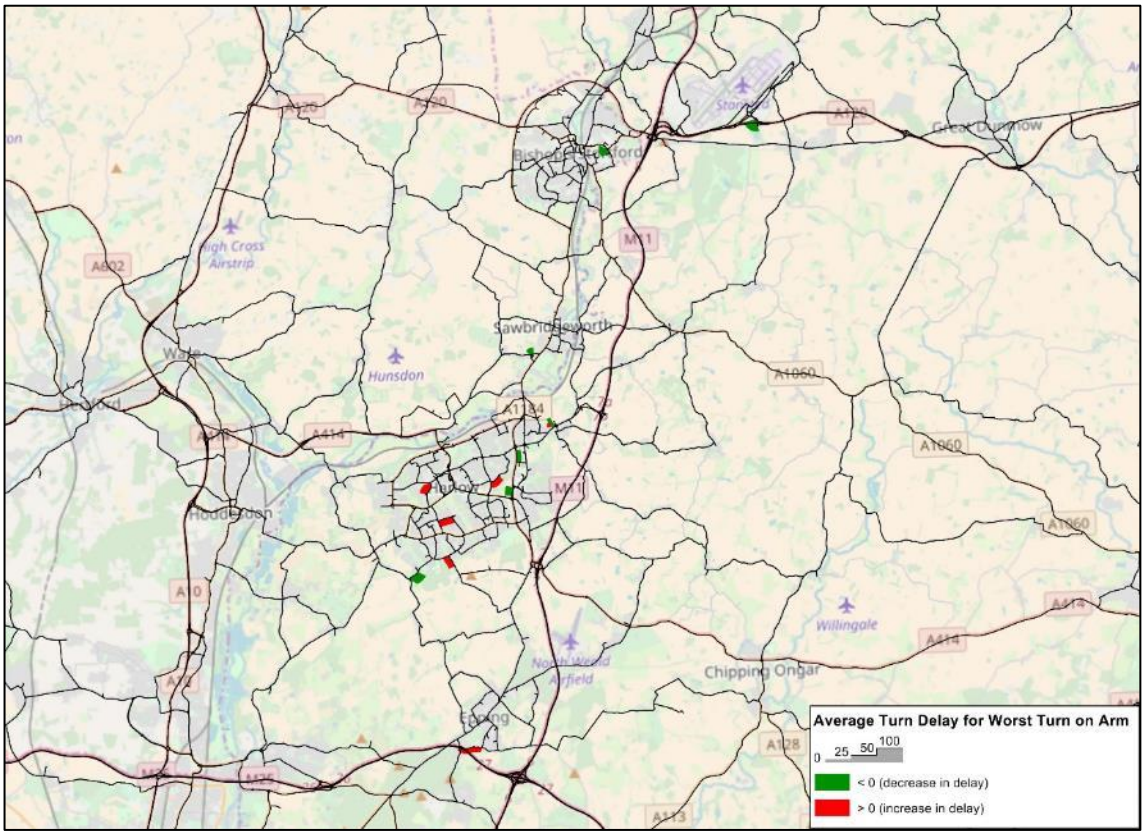


Figure 14-13 : Turn Delay Difference between DM and DS models for High 2036 - PM



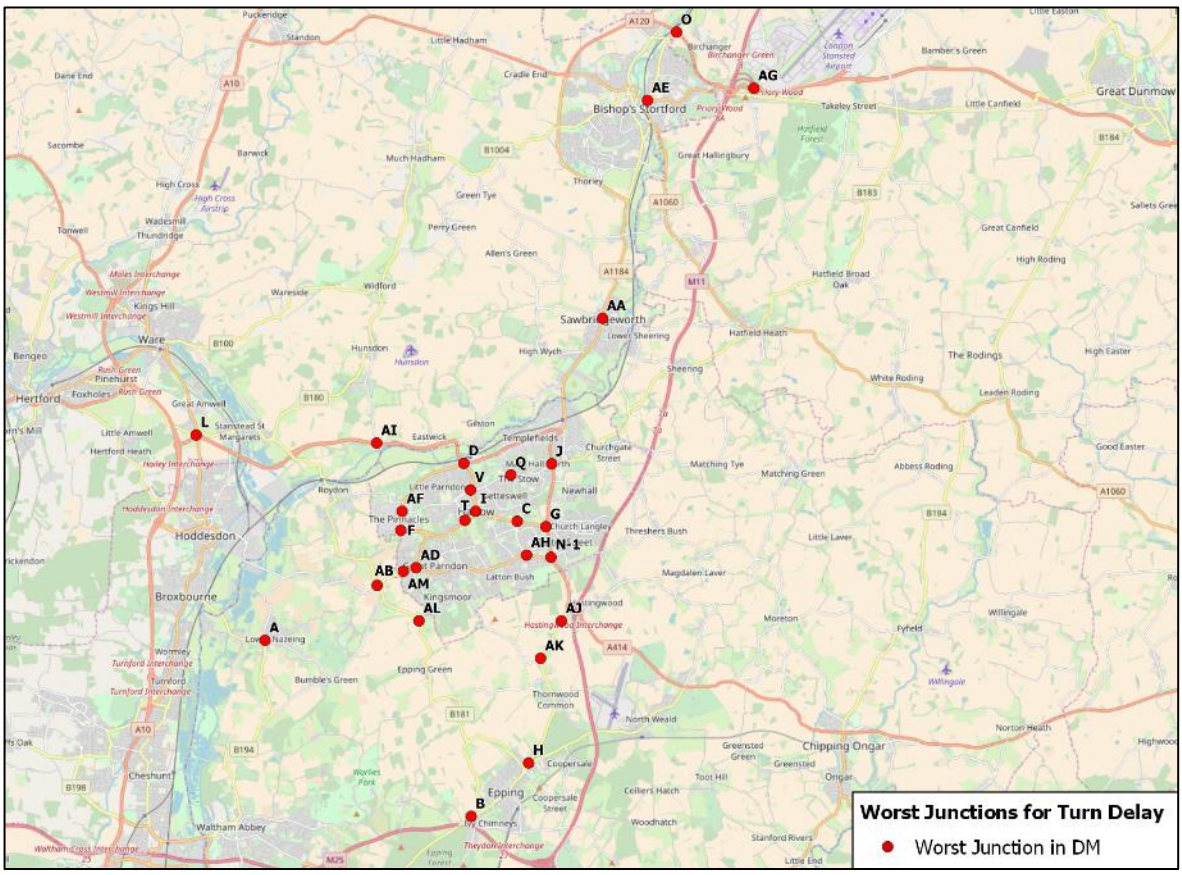
14.6 Impacts upon Delay from the M11 J7a Scheme in 2051 for High Growth

14.6.1 Section 13.7 describes the location of delay and capacity constraint across the detailed modelled area for 2051 in the High Growth scenario, but without the scheme. The principle areas highlighted as congested were as follows:

- Lower Nazeing and Epping signalised junctions;
- Burnt Mill Roundabout in Harlow;
- A1250/A1260 Bishop's Stortford Cross; and
- Key distributor routes in Harlow, including A414, A1025 Second Avenue, A1025 Third Avenue and Velizy Avenue;

14.6.2 Figure 14-14 shows the locations of the junctions identified as the worst for turn delay in 2051. Each junction has an individual ID and can also be found in Table 14-6, which displays the impact of the scheme upon these junctions.

Figure 14-14 : Location of Worst Junctions for delay in the High 2051 DS Models



14.6.3 The junctions shown below are in the same order as in the Table 13-7, therefore the junctions at the top of the list are those that suffer the worst turn delay in the Do-Minimum situation in 2051.

14.6.4 The key observations from the below values are that:

- The Lower Nazeing junction sees a small increase in turn delay between the DM and DS simulations;
- Signalised junction in Epping experience only a small improvement between the DM and DS simulations;

- Within Harlow and Sawbridgeworth many junctions see an improvement from the M11 J7a scheme, the largest modelled improvements are as follows:
  - A414 London Road / B183 Gilden Way Roundabout, Harlow;
  - B1393 London Road/Rye Hill Road, Harlow;
  - A1184 / West Road / Station Road Junction, Sawbridgeworth;
  - A414 London Road Hamburger Roundabout (southern signals)' Harlow; and
  - B1133 Water Lane/Broadley Road Roundabout,
- Additionally, junctions in Bishop's Stortford and Stansted Airport significantly improve; particularly at the A1250 /A1060 Bishop's Stortford;
- Conversely there are a number of junctions in Harlow where turn delay is modelled to significantly increase, as a result of the introduction of the new motorway junction, this occurs at:
  - Burnt Mill Roundabout, Harlow;
  - A1019 Velizy Avenue / First Avenue Roundabout, Harlow;
  - Second Avenue / Howard Way Roundabout, Harlow;
  - B1393 London Road/Latton Priory, Harlow;
  - A1169 Elizabeth Way / A1025 Third Avenue Roundabout (The Pinnacles)' Harlow;
  - Third Avenue / Haydens Road Roundabout, Harlow;
  - A1169 Elizabeth Way / Fourth Avenue, The Pinnacles' Harlow;
  - A1169 Southern Way / Trotters Road, Harlow;
  - A1169 Katherine's Way / Water Lane, Harlow;
  - B181 Epping Road /Parsloe Road, Kingsmoor, Harlow; and
  - Crowngate Junction, Harlow.
- The two junctions most negatively affected by the scheme in 2036, A1250 /A1060 Bishop's Stortford Cross and B181 Epping Road / B1133 Water Lane, Broadly Common, see mixed impacts in 2051. This is likely to be because planned network improvements in these areas have had some mitigating effect against the negative impacts of traffic growth generated at these junctions by the M11 J7a.

14.6.5 In addition to the above there are some junctions where the modelling suggests that the impact of the scheme is less clear, or changes between time periods.

14.6.6 Overall the scheme appears to have a positive impact across most of the junctions that are severely congested in the Do-Minimum 2051 models. The junctions modelled to be most negatively affected are centred in the vicinity of the scheme, and are located on those roads which will experience the largest increases in traffic flow as a consequence of the M11 J7a scheme.

Table 14-6 : Impact of the scheme upon the top 20 worse junctions in High DM 2051

ID	Location	Sum of turn delay (minutes)					
		AM		PM		Difference	
		DM	DS	DM	DS	AM	PM
A	Lower Nazeing Signals	12.35	12	7.77	7.63	-0.35	-0.14
D	Burnt Mill Roundabout, Harlow	21.02	20.43	6.81	7.53	-0.59	0.72
AE	A1250 /A1060 Bishop's Stortford Cross	10.9	7.92	6.87	4.93	-2.98	-1.94
AB	B181 Epping Road / B1133 Water Lane, Broadly Common	7.63	6.88	8.92	6.96	-0.75	-1.96
G	Clocktower Roundabout, Harlow	8.37	7.95	5.23	3.66	-0.42	-1.57
C	Second Avenue / Howard Way Roundabout, Harlow	8.75	9.19	3.62	4.41	0.44	0.79

ID	Location	Sum of turn delay (minutes)					
		AM		PM		Difference	
		DM	DS	DM	DS	AM	PM
B	High Road / Theydon Road Signals, Epping	6.28	5.94	4.67	5.39	-0.34	0.72
V	A1019 Velizy Avenue / First Avenue Roundabout, Harlow	6.47	6.58	4	4.5	0.11	0.50
AG	Priory Wood Roundabout, Stansted Airport	4.58	4.53	3.77	3.37	-0.05	-0.40
T	Third Avenue / Haydens Road Roundabout, Harlow	4.44	4.01	3.24	3.72	-0.43	0.48
E	Third Avenue / Abercrombie Way Signals, Harlow	4.01	4.11	3.56	3.33	0.10	-0.23
J	A414 London Road / B183 Gilden Way Roundabout, Harlow	11.41	11.02	-	-	-0.39	-
AK	B1393 London Road/Rye Hill Road, Harlow	10.57	9.16	-	-	-1.41	-
AJ	B1393 London Road/Latton Priory, Harlow	10.33	10.3	-	-	-0.03	-
F	A1169 Elizabeth Way / A1025 Third Avenue Roundabout (The Pinnacles)	9.23	9.07	-	-	-0.16	-
O	A120 Bishop's Stortford Ring Road / B1383 Stansted Road Roundabout, Bishop's Stortford	5.91	5.43	-	-	-0.48	-
AF	A1169 Elizabeth Way / Fourth Avenue, The Pinnacles	-	-	4.5	4.84	-	0.34
AH	A1169 Southern Way / Trotters Road, Harlow	3.95	4.1	-	-	0.15	-
AL	B181 Epping Road /Parsloe Road, Kingsmoor	3.74	2.93	-	-	-0.81	-
H	Thornwood Road / The Plain Signals, Epping	-	-	3.56	3.65	-	0.09
AD	A1169 Katherine's Way / Water Lane, Harlow	3.54	3.25	-	-	-0.29	-
K	A414 Edinburgh Way / East Road Signals, Harlow	3.41	3.37	-	-	-0.04	-
I	Crowngate Junction, Harlow	-	-	3.21	3.41	-	0.20
AM	B1133 Water Lane/Broadley Road Roundabout, Harlow	-	-	3.18	2.57	-	-0.61
AA	A1184 / West Road / Station Road Junction, Sawbridgeworth	-	-	3.17	2.24	-	-0.93
N-1	A414 London Road Hamburger Roundabout (southern signals)	-	-	3.15	2.4	-	-0.75
L	Great Amwell Roundabout	-	-	3.01	2.41	-	-0.60
N-2	A414 London Road Hamburger Roundabout (northern signals)	-	-	2.97	1.68	-	-1.29
X	A1169 Elizabeth Way / Roydon Road, Harlow	-	-	2.83	3.09	-	0.26

14.6.7 Figure 14-15 and Figure 14-16 found below are for the AM and PM peak hours respectively for 2036, and show the difference in delays between the Do-Minimum and Do-Something networks. Plots for the IP can be found in Appendix I.

14.6.8 The changes for most of the network are similar to 2036, see Section 14.3.

14.6.9 There are no major differences in the patterns of delay change observed for 2051 compared to 2036. However, where there are decreases in 2036, the decreases appear to be larger in 2051, and likewise with delay increases. This is likely to be because the volumes of traffic in the 2051 forecast year are significantly higher than in the modelled 2036 situation, therefore producing more delay.

Figure 14-15: Turn Delay Difference between DM and DS models for High 2051 – AM

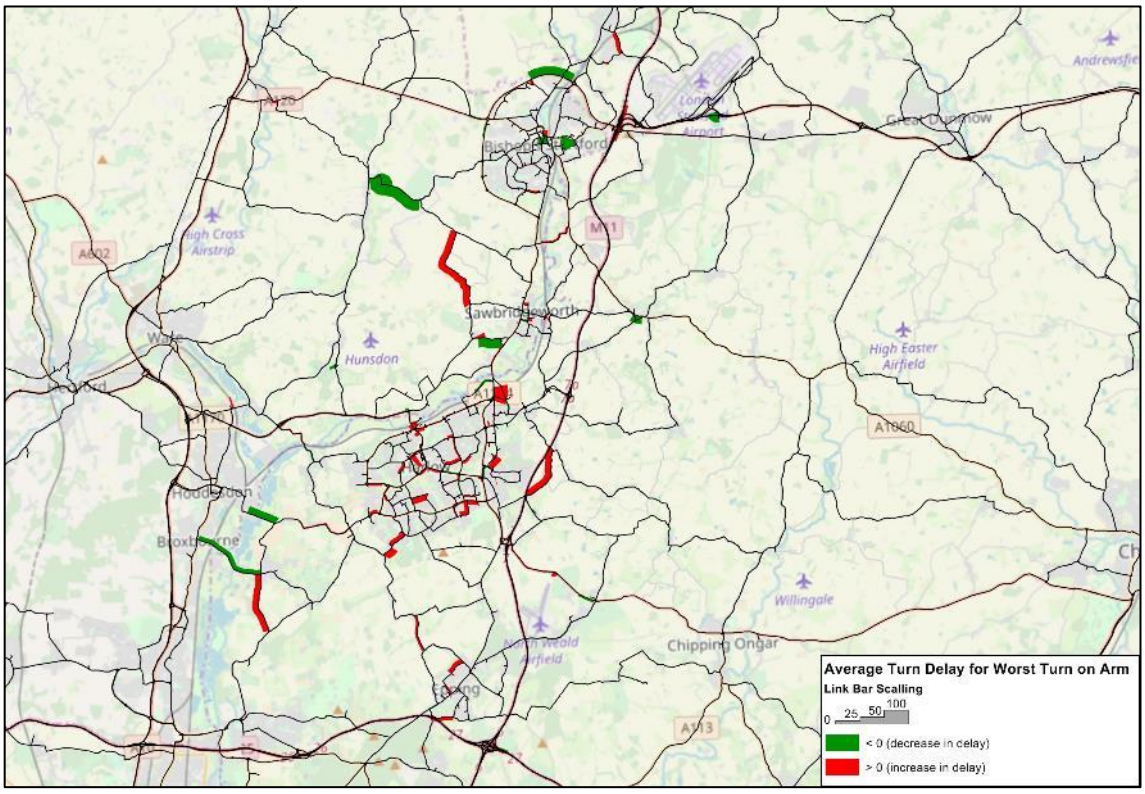
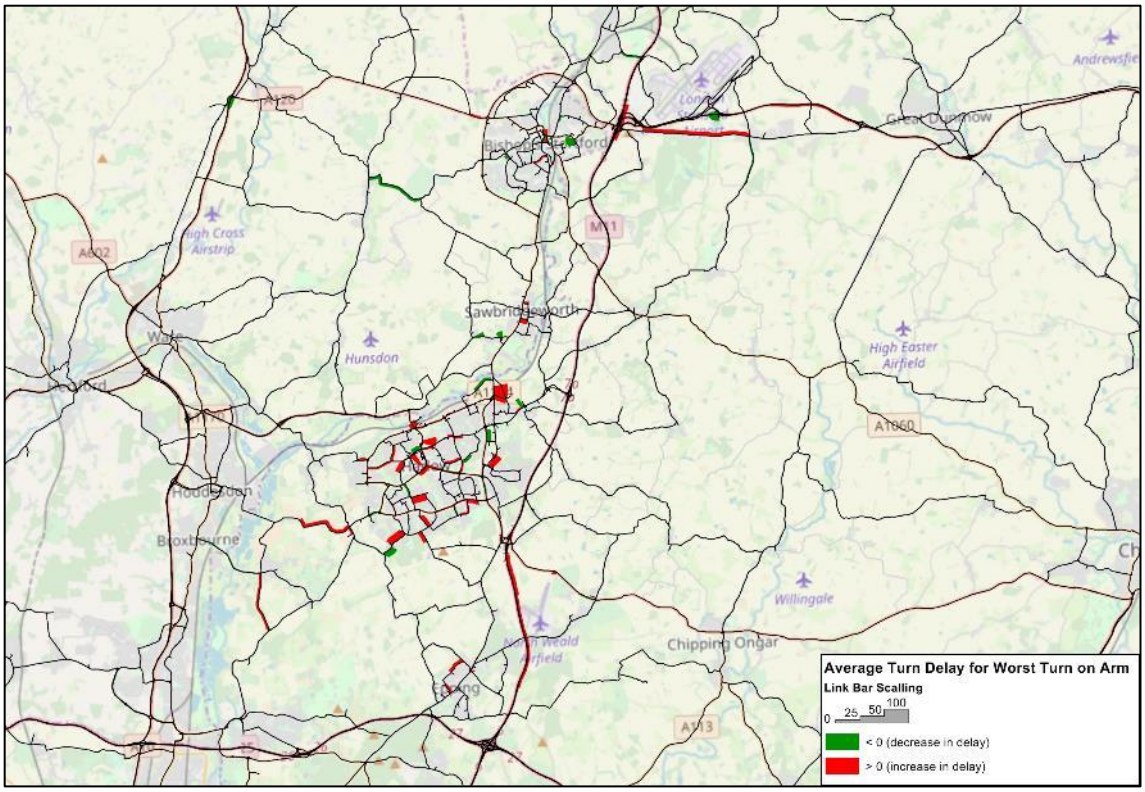


Figure 14-16: Turn Delay Difference between DM and DS models for High 2051 – PM



15. Conclusions

15.1.1 The methodologies used in building the Harlow Transport Model forecast models have been developed to be consistent with the guidance set out in 'WebTAG Unit M4 Forecasting and Uncertainty'.

15.1.2 An uncertainty log has been created to identify all future housing and employment developments in the study area, and the appropriate developments were modelled explicitly in the forecast models. As discussed in Section 4 there are three growth scenarios modelled, with two future years being assessed. 'Do-minimum' models were produced, as well as 'Do-Something' models that include the M11 J7a scheme.

15.1.3 All forecast models achieved convergence within the parameters set, except at some AM and PM peak periods in 2036 and 2051 for Medium and High growth scenarios; these are discussed in Section 6. The models reached a suitable level of stability and proximity, and consequently the forecast models can be seen as fit for purpose for appraising the proposed scheme. It should be noted that the models did not reach the same levels of convergence as the base year models.

15.1.4 The impacts of the three forecast scenarios (NTEM, Medium and High) have been shown to be logical in terms of both the projected increases in demand and schemes producing capacity improvements on the road network. The growth scenarios display similar trends with regard to the impacts of future growth and the potential impacts of the M11 J7a scheme. There was evidence of some subtle differences in the impacts between scenarios and the magnitude of impacts differed based upon the levels of growth predicted for each of the different scenarios.

15.1.5 The 'Do-Minimum' models all consistently show that there are large traffic flow increases as a result of the predicted additional housing and employment provided within the modelled area. Large growth in traffic is particularly seen around the largest housing sites at Harlowbury and New Hall in all scenarios and years. Housing developments at Bishop's Stortford North, Bishop's Stortford South and Gilston Park generate large amounts of traffic out of Harlow.

15.1.6 Traffic growth is especially high on the SRN, especially the M11, and within Harlow itself. The A414 through Harlow is an important route for both local and through traffic; it is forecast to experience greater traffic flows. In Bishop's Stortford the most significant increase is shown to be on the ring road, particularly around the north of the town.

15.1.7 The delay analysis carried out also shows that the level of congestion is set to increase between the base year and the Do-Minimum scenario in both years. Harlow itself and particularly the A414 are affected the most by this. Additionally, there are significant increases in junction delays through Epping town centre and also around M11 J6.

15.1.8 The 'Do-Something' models demonstrate some major impacts of the M11 J7a scheme upon both traffic flow and delays. The main consequences of the scheme are that:

- Traffic re-routes off local roads and onto the SRN, particularly the M11 between J7a and J8;
- There is a large decrease in flow approaching the M11 J7 from Harlow along the A414 London Road, relieving this heavily congested road; and
- B183 Gilden Way experiences a large increase in traffic as a result of the M11 J7a scheme.

15.1.9 With regards junction delays the scheme is modelled to improve most of the junctions identified as most congested in the 'Do-Minimum' scenarios. There are a number of junctions in the vicinity of the M11 J7a and Gilden Way that suffer additional delay; however, this is to be expected given the extra traffic attracted to these roads.

15.1.10 The suite of forecast models produced for the M11 J7a assessments have been demonstrated to be a vital tool in investigating the potential impacts of the scheme.

Appendix A. Connector Proportions

Connector Shares for Zones Revised in Future Years – Base 2014

Zone	Connector Node	Connector Location	Connector Direction	Proportion of trips
19	53255	Curteys, Old Harlow	From Zone	0.50
			To Zone	0.50
	171021	St John's Avenue	From Zone	0.50
			To Zone	0.50
81	55787	Pinelands	From Zone	1.00
			To Zone	1.00
82	170920	Maple Avenue	From Zone	1.00
			To Zone	1.00
88	55997	Bishop's Avenue	From Zone	1.00
			To Zone	1.00
114	49181	Mansfield, High Wych	From Zone	1.00
			To Zone	1.00
117	542191	Nine Ashes, Hunsdonbury	From Zone	1.00
			To Zone	1.00
140	37449	Tylers Cross Nursery, Broadly Common	From Zone	1.00
			To Zone	1.00
149	171023	McDonald's, near M11 J7a	From Zone	0.40
			To Zone	0.30
	171029	Private Lane, off Mill Street	From Zone	0.60
			To Zone	0.70
151	62299	Harlow Road, Matching Tye	From Zone	1.00
			To Zone	1.00

Revised Connector Shares - NTEM 2021 Model

Zone	Connector Node	Connector Location	Connector Direction	Proportion of trips
19	53255	Curteys, Old Harlow	From Zone	0.43
			To Zone	0.44
	171021	St John's Avenue	From Zone	0.43
			To Zone	0.44
	542141	Harlowbury Development	From Zone	0.13
			To Zone	0.12
81	55787	Pinelands	From Zone	0.80
			To Zone	0.80
82	170920	Maple Avenue	From Zone	0.81
			To Zone	0.83
	542162	Bishop's Stortford North Development	From Zone	0.19
			To Zone	0.17
114	49181	Mansfield, High Wych	From Zone	0.74
			To Zone	0.73
	542188	Terlings Park Development	From Zone	0.26
			To Zone	0.27

Revised Connector Shares - NTEM 2036 Model

Zone	Connector Node	Connector Location	Connector Direction	Proportion of trips
19	53255	Curteys, Old Harlow	From Zone	0.32
			To Zone	0.34
	171021	St John's Avenue	From Zone	0.32
			To Zone	0.34
	542141	Harlowbury Development	From Zone	0.35
			To Zone	0.32
81	55787	Pinelands	From Zone	0.65
			To Zone	0.65
	542159	Bishop's Stortford North Development	From Zone	0.35
			To Zone	0.35
82	170920	Maple Avenue	From Zone	0.40
			To Zone	0.42
	542161	Bishop's Stortford North Development	From Zone	0.30
			To Zone	0.29
	542162	Bishop's Stortford North Development	From Zone	0.30
			To Zone	0.29
114	49181	Mansfield, High Wych	From Zone	0.61
			To Zone	0.61
	542188	Terlings Park Development	From Zone	0.39
			To Zone	0.39

Revised Connector Shares - NTEM 2051 Model

Zone	Connector Node	Connector Location	Connector Direction	Proportion of trips
19	53255	Curteys, Old Harlow	From Zone	0.32
			To Zone	0.34
	171021	St John's Avenue	From Zone	0.32
			To Zone	0.34
	542141	Harlowbury Development	From Zone	0.35
			To Zone	0.32
81	55787	Pinelands	From Zone	0.65
			To Zone	0.65
	542159	Bishop's Stortford North Development	From Zone	0.35
			To Zone	0.35
82	170920	Maple Avenue	From Zone	0.40
			To Zone	0.42
	542161	Bishop's Stortford North Development	From Zone	0.30
			To Zone	0.29
	542162	Bishop's Stortford North Development	From Zone	0.30
			To Zone	0.29
114	49181	Mansfield, High Wych	From Zone	0.61
			To Zone	0.61
	542188	Terlings Park Development	From Zone	0.39
			To Zone	0.39

Revised Connector Shares - Medium 2021 Model

Zone	Connector Node	Connector Location	Connector Direction	Proportion of trips
19	53255	Curteys, Old Harlow	From Zone	0.43
			To Zone	0.44
	171021	St John's Avenue	From Zone	0.43
			To Zone	0.44
	542141	Harlowbury Development	From Zone	0.14
			To Zone	0.13
81	55787	Pinelands	From Zone	0.76
			To Zone	0.77
82	170920	Maple Avenue	From Zone	0.72
			To Zone	0.72
	542162	Bishop's Stortford North Development	From Zone	0.28
			To Zone	0.28
88	55997	Bishop's Avenue	From Zone	0.71
			To Zone	0.73
	542180	Bishop's Stortford South Development	From Zone	0.29
			To Zone	0.27
114	49181	Mansfield, High Wych	From Zone	0.71
			To Zone	0.70
	542188	Terlings Park Development	From Zone	0.29
			To Zone	0.30
140	37449	Tylers Cross Nursery, Broadly Common	From Zone	0.11
			To Zone	0.10
	542182	West Sumners Development	From Zone	0.89
			To Zone	0.90
149	171023	McDonald's, near M11 J7a	From Zone	0.27
			To Zone	0.21
	171029	Private Lane, off Mill Street	From Zone	0.46
			To Zone	0.55
	542155	Latton Common (employment) Development	From Zone	1.00
			To Zone	1.00
	542186	Latton Common (housing) Development	From Zone	0.51
			To Zone	0.50
24	55182	Hobbs Cross Road, Churchgate Street	From Zone	0.10
			To Zone	0.10
	542143	East Harlow Development	From Zone	0.30
			To Zone	0.30
	542207	East of Harlow Development, off Gilden Way	From Zone	0.30
			To Zone	0.30
	542209	Sheering Way, off Gilden Way	From Zone	0.30

Zone	Connector Node	Connector Location	Connector Direction	Proportion of trips
			To Zone	0.30

Revised Connector Shares - Medium 2036 Model

Zone	Connector Node	Connector Location	Connector Direction	Proportion of trips
19	53255	Curteys, Old Harlow	From Zone	0.32
			To Zone	0.34
	171021	St John's Avenue	From Zone	0.32
			To Zone	0.34
	542141	Harlowbury Development	From Zone	0.36
			To Zone	0.33
81	55787	Pinelands	From Zone	0.57
			To Zone	0.58
	542159	Bishop's Stortford North Development	From Zone	0.43
			To Zone	0.42
82	170920	Maple Avenue	From Zone	0.38
			To Zone	0.39
	542161	Bishop's Stortford North Development	From Zone	0.31
			To Zone	0.31
	542162	Bishop's Stortford North Development	From Zone	0.31
			To Zone	0.31
88	55997	Bishop's Avenue	From Zone	0.45
			To Zone	0.47
	542180	Bishop's Stortford South Development	From Zone	0.55
			To Zone	0.53
114	49181	Mansfield, High Wych	From Zone	0.53
			To Zone	0.57
	542188	Terlings Park Development	From Zone	0.47
			To Zone	0.43
117	542174	Gilston Park Development	From Zone	0.94
			To Zone	0.93
	542191	Nine Ashes, Hunsdonbury	From Zone	0.06
			To Zone	0.07
140	37449	Tylers Cross Nursery, Broadly Common	From Zone	0.10
			To Zone	0.10
	542182	West Sumners Development	From Zone	0.90
			To Zone	0.90
149	171023	McDonald's, near M11 J7a	From Zone	0.11
			To Zone	0.09
	171029	Private Lane, off Mill Street	From Zone	0.23
			To Zone	0.27
	542155	Latton Common (employment) Development	From Zone	0.14
			To Zone	0.14
	542186	Latton Common (housing) Development	From Zone	0.51

			To Zone	0.50
24	55182	Hobbs Cross Road, Churchgate Street	From Zone	0.10
			To Zone	0.10
	542143	East Harlow Development	From Zone	0.30
			To Zone	0.30
	542207	East Harlow Development, off Gilden Way	From Zone	0.30
			To Zone	0.30
	542209	Sheering Way, off Gilden Way	From Zone	0.30
			To Zone	0.30

Revised Connector Shares - Medium 2051 Model

Zone	Connector Node	Connector Location	Connector Direction	Proportion of trips
19	53255	Curteys, Old Harlow	From Zone	0.32
			To Zone	0.34
	171021	St John's Avenue	From Zone	0.32
			To Zone	0.34
	542141	Harlowbury Development	From Zone	0.36
			To Zone	0.33
81	55787	Pinelands	From Zone	0.57
			To Zone	0.58
	542159	Bishop's Stortford North Development	From Zone	0.43
			To Zone	0.42
82	170920	Maple Avenue	From Zone	0.38
			To Zone	0.39
	542161	Bishop's Stortford North Development	From Zone	0.31
			To Zone	0.31
	542162	Bishop's Stortford North Development	From Zone	0.31
			To Zone	0.31
88	55997	Bishop's Avenue	From Zone	0.45
			To Zone	0.47
	542180	Bishop's Stortford South Development	From Zone	0.55
			To Zone	0.53
114	49181	Mansfield, High Wych	From Zone	0.53
			To Zone	0.57
	542188	Terlings Park Development	From Zone	0.47
			To Zone	0.43
117	542174	Gilston Park Development	From Zone	0.94
			To Zone	0.93
	542191	Nine Ashes, Hunsdonbury	From Zone	0.06
			To Zone	0.07
140	37449	Tylers Cross Nursery, Broadly Common	From Zone	0.10
			To Zone	0.10
	542182	West Sumners Development	From Zone	0.90
			To Zone	0.90
149	171023	McDonald's, near M11 J7a	From Zone	0.11
			To Zone	0.09
	171029	Private Lane, off Mill Street	From Zone	0.23
			To Zone	0.27
	542155	Latton Common (employment) Development	From Zone	0.14
			To Zone	0.14
	542186	Latton Common (housing) Development	From Zone	0.51

			To Zone	0.50
24	55182	Hobbs Cross Road, Churchgate Street	From Zone	0.10
			To Zone	0.10
	542143	East Harlow Development	From Zone	0.30
			To Zone	0.30
	542207	East Harlow Development, off Gilden Way	From Zone	0.30
			To Zone	0.30
	542209	Sheering Way, off Gilden Way	From Zone	0.30
			To Zone	0.30

Revised Connector Shares - High 2021 Model

Zone	Connector Node	Connector Location	Connector Direction	Proportion of trips
19	53255	Curteys, Old Harlow	From Zone	0.43
			To Zone	0.44
	171021	St John's Avenue	From Zone	0.43
			To Zone	0.44
	542141	Harlowbury Development	From Zone	0.14
			To Zone	0.13
81	55787	Pinelands	From Zone	0.76
			To Zone	0.77
82	170920	Maple Avenue	From Zone	0.72
			To Zone	0.72
	542162	Bishop's Stortford North Development	From Zone	0.28
			To Zone	0.28
88	55997	Bishop's Avenue	From Zone	0.71
			To Zone	0.73
	542180	Bishop's Stortford South Development	From Zone	0.29
			To Zone	0.27
114	49181	Mansfield, High Wych	From Zone	0.71
			To Zone	0.70
	542188	Terlings Park Development	From Zone	0.29
			To Zone	0.30
140	37449	Tylers Cross Nursery, Broadly Common	From Zone	0.11
			To Zone	0.10
	542182	West Sumners Development	From Zone	0.89
			To Zone	0.90
149	171023	McDonald's, near M11 J7a	From Zone	0.27
			To Zone	0.21
	171029	Private Lane, off Mill Street	From Zone	0.46
			To Zone	0.55
	542155	Latton Common (employment) Development	From Zone	1.00
			To Zone	1.00
	542186	Latton Common (housing) Development	From Zone	0.51
			To Zone	0.50
24	55182	Hobbs Cross Road, Churchgate Street	From Zone	0.10
			To Zone	0.10
	542143	East Harlow Development	From Zone	0.30
			To Zone	0.30
	542207	East Harlow Development, off Gilden Way	From Zone	0.30
			To Zone	0.30
	542209	Sheering Way, off Gilden Way	From Zone	0.30

Zone	Connector Node	Connector Location	Connector Direction	Proportion of trips
			To Zone	0.30

Revised Connector Shares - High 2036 Model

Zone	Connector Node	Connector Location	Connector Direction	Proportion of trips
19	53255	Curteys, Old Harlow	From Zone	0.32
			To Zone	0.34
	171021	St John's Avenue	From Zone	0.32
			To Zone	0.34
	542141	Harlowbury Development	From Zone	0.36
			To Zone	0.33
81	55787	Pinelands	From Zone	0.57
			To Zone	0.58
	542159	Bishop's Stortford North Development	From Zone	0.43
			To Zone	0.42
82	170920	Maple Avenue	From Zone	0.38
			To Zone	0.39
	542161	Bishop's Stortford North Development	From Zone	0.31
			To Zone	0.31
	542162	Bishop's Stortford North Development	From Zone	0.31
			To Zone	0.31
88	55997	Bishop's Avenue	From Zone	0.45
			To Zone	0.47
	542180	Bishop's Stortford South Development	From Zone	0.55
			To Zone	0.53
114	49181	Mansfield, High Wych	From Zone	0.53
			To Zone	0.57
	542188	Terlings Park Development	From Zone	0.47
			To Zone	0.43
117	542174	Gilston Park Development	From Zone	0.94
			To Zone	0.93
	542191	Nine Ashes, Hunsdonbury	From Zone	0.06
			To Zone	0.07
140	37449	Tylers Cross Nursery, Broadly Common	From Zone	0.10
			To Zone	0.10
	542182	West Sumners Development	From Zone	0.90
			To Zone	0.90
149	171023	McDonald's, near M11 J7a	From Zone	0.11
			To Zone	0.09
	171029	Private Lane, off Mill Street	From Zone	0.23
			To Zone	0.27
	542155	Latton Common (employment) Development	From Zone	0.14
			To Zone	0.14
	542186	Latton Common (housing) Development	From Zone	0.51

			To Zone	0.50
24	55182	Hobbs Cross Road, Churchgate Street	From Zone	0.10
			To Zone	0.10
	542143	East Harlow Development	From Zone	0.30
			To Zone	0.30
	542207	East Harlow Development, off Gilden Way	From Zone	0.30
			To Zone	0.30
	542209	Sheering Way, off Gilden Way	From Zone	0.30
			To Zone	0.30

Revised Connector Shares - High 2051 Model

Zone	Connector Node	Connector Location	Connector Direction	Proportion of trips
19	53255	Curteys, Old Harlow	From Zone	0.32
			To Zone	0.34
	171021	St John's Avenue	From Zone	0.32
			To Zone	0.34
	542141	Harlowbury Development	From Zone	0.36
			To Zone	0.33
81	55787	Pinelands	From Zone	0.57
			To Zone	0.58
	542159	Bishop's Stortford North Development	From Zone	0.43
			To Zone	0.42
82	170920	Maple Avenue	From Zone	0.38
			To Zone	0.39
	542161	Bishop's Stortford North Development	From Zone	0.31
			To Zone	0.31
	542162	Bishop's Stortford North Development	From Zone	0.31
			To Zone	0.31
88	55997	Bishop's Avenue	From Zone	0.45
			To Zone	0.47
	542180	Bishop's Stortford South Development	From Zone	0.55
			To Zone	0.53
114	49181	Mansfield, High Wych	From Zone	0.53
			To Zone	0.57
	542188	Terlings Park Development	From Zone	0.47
			To Zone	0.43
117	542174	Gilston Park Development	From Zone	0.94
			To Zone	0.93
	542191	Nine Ashes, Hunsdonbury	From Zone	0.06
			To Zone	0.07
140	37449	Tylers Cross Nursery, Broadly Common	From Zone	0.10
			To Zone	0.10
	542182	West Sumners Development	From Zone	0.90
			To Zone	0.90
149	171023	McDonald's, near M11 J7a	From Zone	0.11
			To Zone	0.09
	171029	Private Lane, off Mill Street	From Zone	0.23
			To Zone	0.27
	542155	Latton Common (employment) Development	From Zone	0.14
			To Zone	0.14
	542186	Latton Common (housing) Development	From Zone	0.51

			To Zone	0.50
24	55182	Hobbs Cross Road, Churchgate Street	From Zone	0.10
			To Zone	0.10
	542143	East Harlow Development	From Zone	0.30
			To Zone	0.30
	542207	East Harlow Development, off Gilden Way	From Zone	0.30
			To Zone	0.30
	542209	Sheering Way, off Gilden Way	From Zone	0.30
			To Zone	0.30

Appendix B. Uncertainty Log Developments

District: Harlow

LOG REF	MODEL ZONE	SCHEME DESCRIPTION	SCHEME PROBABILITY	PRIMARY DEVELOPMENT TYPE	DEVELOPMENT LOCATION	GROWTH IN HOUSING 2021			GROWTH IN JOBS 2021			GROWTH IN HOUSING 2033			GROWTH IN JOBS 2033		
						NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH
298	19	Land North of Gilden Way	Near Certain	Residential	Harlow	450	450	450				900	900	900			
299	1	Kitson Way Multi Story Car Park Site	Reasonably Foreseeable	Residential	Harlow	43	85	128				170	170	170			
300	23	New Pond Street	Reasonably Foreseeable	Residential	Harlow		16	23				31	31	31			
304	23	Parcel 1 of New Hall Phase 1	Near Certain	Residential	Harlow	164	164	164				328	328	328			
305.1	23	New Hall Phase 2 & 3	Near Certain	Residential	Harlow	890	890	890				1780	1780	1780			
305.2	23	New Hall Phase 2 & 3	Near Certain	Education	Harlow												
307	7	Motorsales Site, Fifth Avenue	Reasonably Foreseeable	Residential	Harlow	102	102	102				102	102	102			
310	17	Various Small Sites < 20 dwellings	Near Certain	Residential	Harlow	113	113	113				113	113	113			
311	33	Land to South of Berecroft	Reasonably Foreseeable	Residential	Harlow		147	221				29	294	294			
312	93	Ram Gorse Site	More Than Likely	Residential	Harlow	125	125	125				125	125	125			
313	185	Rectory Field Playing Field	Reasonably Foreseeable	Residential	Harlow		35	53				70	70	70			
314	40	Playing Field to West of Deer Park	Reasonably Foreseeable	Residential	Harlow		35	52				69	69	69			
315	32	Playing Field to East of Radburn Close & South of Clifton Hatch	Reasonably Foreseeable	Residential	Harlow		35	52				69	69	69			
316	20	Playing Field to South of Gilden Way	Reasonably Foreseeable	Residential	Harlow		34	50				67	67	67			
317	3	The Angle Site	Reasonably Foreseeable	Residential	Harlow		35	52				69	69	69			

LOG REF	MODEL ZONE	SCHEME DESCRIPTION	SCHEME PROBABILITY	PRIMARY DEVELOPMENT TYPE	DEVELOPMENT LOCATION	GROWTH IN HOUSING 2021			GROWTH IN JOBS 2021			GROWTH IN HOUSING 2033			GROWTH IN JOBS 2033		
						NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH
318	37	Lister House, Staple Tye Mews - West of Riddings Lane	Reasonably Foreseeable	Residential	Harlow		21	32				42	42	42			
319	39	Land North West of Kingsland	Reasonably Foreseeable	Residential	Harlow		21	32				42	42	42			
320	32	Land South of Hawthorns & West of Riddings Lane	Reasonably Foreseeable	Residential	Harlow		18	26				35	35	35			
321	27	Purford Green School	Reasonably Foreseeable	Residential	Harlow		15	23				30	30	30			
322	42	Land Adjacent to Katherines School	Reasonably Foreseeable	Residential	Harlow		14	20				27	27	27			
323	2	Land East of Downs School	Reasonably Foreseeable	Residential	Harlow		13	19				25	25	25			
324	17	Various Small Sites < 20 dwellings	Reasonably Foreseeable	Residential	Harlow	38	77	115				153	153	153			
326	5	Land at Wych Elm	Hypothetical	Residential	Harlow									500			
327	33	Barley Croft, Lower Meadow, The Briars, Copshall Close, Ayletts Field Area	Near Certain	Residential	Harlow	125	125	125				125	125	125			
328	1	Terminus House and Car Park	Hypothetical	Residential	Harlow												
330	3	Northbrook Playing Fields	Hypothetical	Residential	Harlow												
331	37	Kingsmoor Recreation Centre	Hypothetical	Residential	Harlow												
332	37	Land East of 144-154 Fennells	Hypothetical	Residential	Harlow												
336	21	Harlow Enterprise Zone - London Road North	Near Certain	Employment	Harlow				900	900	900				3000	3000	3000
337	21	Harlow Enterprise Zone - London Road South	Near Certain	Employment	Harlow				316	316	316				1052	1052	1052

LOG REF	MODEL ZONE	SCHEME DESCRIPTION	SCHEME PROBABILITY	PRIMARY DEVELOPMENT TYPE	DEVELOPMENT LOCATION	GROWTH IN HOUSING 2021			GROWTH IN JOBS 2021			GROWTH IN HOUSING 2033			GROWTH IN JOBS 2033		
						NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH
338	11	Harlow Enterprise Zone - Templefields North East	Near Certain	Employment	Harlow				444	444	444				1479	1479	1479
383.1	24	SR-0146 Land East of Harlow, North of Church Langley and South of Sheering Road; Large strategic site on edge of Harlow, with only part of site within Epping Forest DC.	Reasonably Foreseeable	Residential	Harlow		174	260				520	1742	2600			
383.2	24	SR-0146 Land East of Harlow, North of Church Langley and South of Sheering Road; Large strategic site on edge of Harlow, with only part of site within Epping Forest DC.	Reasonably Foreseeable	Education	Harlow												
389	217	Peartree Business Centre South Rd. CM20 2BD (PD PrNotice)	Near Certain	Residential	Harlow	24	24	24				24	24	24			
390	1	Redstone House, Crown gate (PD PrNotice) (superceeds 437/13)	Near Certain	Residential	Harlow	24	24	24				24	24	24			
391	44	Site at Greenway House, The Parkway, Harlow CM19 5QD	reasonably Foreseeable	Residential	Harlow	55	55	55				55	55	55			
456	44	Public Health England transfer to old GSK site at The Pinnacles	Near Certain	Commercial	Harlow				1200	1200	1200				3000	3000	3000
305a	23	Parcel 2 New Hall Phase 2	Near Certain	Residential	Harlow	120	120	120				239	239	239			

District: Epping Forest

LOG REF	MODEL ZONE	SCHEME DESCRIPTION	SCHEME PROBABILITY	PRIMARY DEVELOPMENT TYPE	DEVELOPMENT LOCATION	GROWTH IN HOUSING 2021			GROWTH IN JOBS 2021			GROWTH IN HOUSING 2033			GROWTH IN JOBS 2033		
						NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH
225	201	Added back to all options 18th Mar; SR-0176 St Just, 1 Powell Road, Buckhurst Hill	Deliverable	Residential	Buckhurst Hill	0	12	18				60	60	60		0	
226	201	Added back to all options (+18) 18th Mar; SR-0230 Electricity sub-station, Station Way, Roding Valley, Buckhurst Hill	Deliverable	Residential	Buckhurst Hill	0	6	9				30	30	30		0	
227	203	SR-0014 Land adjoinging 40A Hainault Road (Small)	Deliverable	Residential	Chigwell	0	2	3				10	10	10		0	
230	134	Reduced to zero in Option D 18th Mar; SR-0184 Land adjacent to High Ongar Road, High Ongar	Deliverable	Residential	Chipping Ongar	0	5	8				26	26	26		0	
233	134	Added to Opt D 18th Mar; SR-0053 Land East of Brentwood Road, Marden Ash.	Deliverable	Residential	Chipping Ongar	0	1	2				7	7	7		0	
234	134	Added to Opt D 18th Mar; SR-0268 Land to the South of Kettlebury Way, Ongar	Deliverable	Residential	Chipping Ongar	0	9	13				43	43	43		0	
237.1	57	SR-0281 St Johns Road Area, Epping Town Centre	Deliverable	Residential	Epping	0	10	15				50	50	50		0	
237.2	57	SR-0281 St Johns Road Area, Epping Town Centre	Deliverable	Retail/Leisure	Epping				0	21	32	0	0	0	105	105	105
237.3	57	SR-0281 St Johns Road Area, Epping Town Centre	Deliverable	Retail/Leisure	Epping				0	3	5	0	0	0	17	17	17
247	201	Loughton shortfall (593, 1011 Opt D) added to site 18th Mar; SR-0058 Land to North of Clay's Lane, Loughton, Essex, IG10 2RZ	Deliverable	Residential	Loughton / Debden	0	90	201				134	450	671		0	

LOG REF	MODEL ZONE	SCHEME DESCRIPTION	SCHEME PROBABILITY	PRIMARY DEVELOPMENT TYPE	DEVELOPMENT LOCATION	GROWTH IN HOUSING 2021			GROWTH IN JOBS 2021			GROWTH IN HOUSING 2033			GROWTH IN JOBS 2033		
						NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH
252	201	SR-0289 Vere Road, Loughton Broadway	Deliverable	Residential	Loughton / Debden	0	8	12				41	41	41		0	
253.1	201	SR-0286 Burton Road, Loughton Broadway	Deliverable	Residential	Loughton / Debden	0	16	24				80	80	80		0	
253.2	201	SR-0286 Burton Road, Loughton Broadway	Deliverable	Retail	Loughton / Debden				0	11	16	0	0	0	53	53	53
264	135	Opt D swapped for Opt E 18th Mar; SR-0036A Land at Blumans, North Weald	Deliverable	Residential	North Weald Bassett	0	29	66				44	147	220		0	
269	200	SR-0080 Coppice Farm, Coppice Row, Theydon Bois, Essex, CM16 7OS	Deliverable	Residential	Theydon Bois	0	14	20				68	68	68		0	
278	137	Reduced to 11; Opt D increased to 196 185h Mar; SR-0104 Land adjoining Parklands, Waltham Abbey	Deliverable	Residential	Waltham Abbey	0	2	3				11	11	11		0	
325.1	151	East Harlow	Reasonably Foreseeable	Residential	Harlow	0	50	225				150	250	750		0	
325.2	151	East Harlow	Reasonably Foreseeable	Employment	Harlow							0	0	0		0	
325.3	151	East Harlow	Reasonably Foreseeable	Education	Harlow							0	0	0		0	
333	140	West Katherines	Hypothetical	Residential	Harlow	0	147	330				0	737	1100		0	
372.1	149	SR-0046 Latton Priory Farm, London Road, Harlow; Residential led urban extension to Harlow	Developable	Residential	Thornwood	0	141	315				0	704	1050		0	
372.2	149	SR-0046 Latton Priory Farm, London Road, Harlow; Residential led urban extension to Harlow	Developable	Employment	Thornwood				0	548	1227	0	0	0	0	2741	4091

LOG REF	MODEL ZONE	SCHEME DESCRIPTION	SCHEME PROBABILITY	PRIMARY DEVELOPMENT TYPE	DEVELOPMENT LOCATION	GROWTH IN HOUSING 2021			GROWTH IN JOBS 2021			GROWTH IN HOUSING 2033			GROWTH IN JOBS 2033		
						NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH
372.3	149	SR-0046 Latton Priory Farm, London Road, Harlow; Residential led urban extension to Harlow	Developable	Education	Thornwood					0	0	0	0	0	0	0	0
374	149	SR-0066 Harlow Park Nursery, London Road, North Weald Bassett	Deliverable	Commercial	North Weald Bassett				294	315	392	0	0	0	392	526	784
375.1	140	SR-0068 Land to the west of Sumners (bounded in part by Water Lane and Epping Road, Tylers Cross (also partly within Epping Upland and Harlow DC)); Residential led urban extension to Harlow	Developable	Residential	Roydon	0	134	300				0	670	1000		0	
375.2	140	SR-0068 Land to the west of Sumners (bounded in part by Water Lane and Epping Road, Tylers Cross (also partly within Epping Upland and Harlow DC)); Residential led urban extension to Harlow	Developable	Education	Roydon					0	0	0	0	0	0	0	0
378	149	SR-0092 Latton Park, London Road, Harlow	Developable	Commercial	North Weald Bassett				645	741	921	0	0	0	921	1234	1842
385	26	Added back in (increased by 49) to all except Opt D 18th Mar; SR-0210 The Moores Estate, Church Lane, Roydon, Essex, CM19 5HS	Deliverable	Residential	Roydon	0	0	0				0	0	0		0	
386	140	SR-0483 Southfiled Nursery, Old House Lane, Roydon, CM19 5DH	Developable	Commercial	Roydon				36	36	36	0	0	0	72	72	72
413	202	SR-0088 Land in School Lane, Chigwell	Deliverable	Residential	Chigwell	0	20	45				30	101	150		0	
414	203	SR-0433 Former Beis Shammai School, High Road, Chigwell, IG7 5DN	Deliverable	Residential	Chigwell	0	15	23				75	75	75		0	
415	203	SR-0478 Chigwell Nurseries, 245 High Road, Chigwell, Essex, 1G75BL	Deliverable	Residential	Chigwell	0	23	53				35	117	175		0	

LOG REF	MODEL ZONE	SCHEME DESCRIPTION	SCHEME PROBABILITY	PRIMARY DEVELOPMENT TYPE	DEVELOPMENT LOCATION	GROWTH IN HOUSING 2021			GROWTH IN JOBS 2021			GROWTH IN HOUSING 2033			GROWTH IN JOBS 2033		
						NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH
416	134	Reduced to zero in Option D 18th Mar; SR-0120 Bowes Field, Chipping Ongar	Deliverable	Residential	Chipping Ongar	0	20	30				100	100	100		0	
417	134	Reduced to zero in Option D 18th Mar; SR-0102 Land to the south and west (rear) of Nos 57a and 57b Fyfield Road, Ongar	Deliverable	Residential	Chipping Ongar	0	2	2				8	8	8		0	
424	59	Included in Option D 18th Mar; SR-0071 Land at Stonards Hill, Epping	Deliverable	Residential	Epping	0	40	90				60	201	300		0	
426	52	Included in Option D 18th Mar (113) amended to 128 in all other options; SR-0113 Land South of Brook Road, Epping	Deliverable	Residential	Epping	0	17	38				26	86	128		0	
427	137	SR-0219 Fire Station, Sewardstone Road, Waltham Abbey, Essex, EN9 1PA	Deliverable	Residential	Waltham Abbey	0	3	5				16	16	16		0	
428	137	SR-0482 Land adjoining Mason Way, Waltham Abbey	Deliverable	Residential	Waltham Abbey	0	4	6				21	21	21		0	
429	137	SR-0481 Land to the South of Hillhouse Primary School, Waltham Abbey	Deliverable	Residential	Waltham Abbey	0	18	26				88	88	88		0	
430	137	SR-0020 Land at Paternoster Hill, Waltham Abbey	Deliverable	Residential	Waltham Abbey	0	35	78				52	174	260		0	
431	139	Added back in to all except Opt D 18th Mar; SR-0035 Land at Epping Road, Roydon	Deliverable	Residential	Roydon	0	0	0				0	0	0		0	

LOG REF	MODEL ZONE	SCHEME DESCRIPTION	SCHEME PROBABILITY	PRIMARY DEVELOPMENT TYPE	DEVELOPMENT LOCATION	GROWTH IN HOUSING 2021			GROWTH IN JOBS 2021			GROWTH IN HOUSING 2033			GROWTH IN JOBS 2033		
						NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH
432	139	Added back in to all except Opt D 18th Mar; SR-0169 The Old Coal Yard, off 32 High Street, Roydon	Deliverable	Residential	Roydon	0	0	0				0	0	0		0	
433	139	Added back in to all except Opt D 18th Mar; SR-0117 The paddock to the rear of Barn House, Farm Close, Roydon, Essex, CM19 5LW	Deliverable	Residential	Roydon	0	0	0				0	0	0		0	
434	200	SR-0228A Theydon Bois LU Car Park	Deliverable	Residential	Theydon Bois	0	2	4				22	22	22		0	
435	142	Added 9 to all options 18th Mar; SR-0228B Land and commercial yard adjacent to station off Coppice Row, CM16 7	Deliverable	Residential	Theydon Bois	0	3	6				30	30	30		0	
436	142	SR-0070 Land at Forest Drive, Theydon Bois	Deliverable	Residential	Theydon Bois	0	3	6				28	28	28		0	
438	134	Reduced to zero in Option D 18th Mar; SR-0186 Land adjacent to Chelmsford Road (A414) near the Four Wantz roundabout, High Ongar	Deliverable	Residential	Chipping Ongar	0	1	2				10	10	10		0	
439	134	Reduced to zero in Option D 18th Mar; SR-0090 Land to east of Longfields, Ongar	Deliverable	Residential	Chipping Ongar	0	11	23				114	114	114		0	
440	136	Opt D swapped for Opt E 18th Mar; SR-0036B Land at Blumans, North Weald	Deliverable	Residential	North Weald Bassett	0	10	20				102	102	102		0	
441	136	Opt D swapped for Opt E 18th Mar; SR-0501 Playing field at New House Lane, North Weald	Deliverable	Residential	North Weald Bassett	0	7	14				70	70	70		0	

LOG REF	MODEL ZONE	SCHEME DESCRIPTION	SCHEME PROBABILITY	PRIMARY DEVELOPMENT TYPE	DEVELOPMENT LOCATION	GROWTH IN HOUSING 2021			GROWTH IN JOBS 2021			GROWTH IN HOUSING 2033			GROWTH IN JOBS 2033		
						NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH
442	135	Opt D swapped for Opt E 18th Mar; SR-0003 Two fields East and West of Church Lane (North of Lancaster Road), North Weald Bassett, Essex	Deliverable	Residential	North Weald Bassett	0	13	40				40	134	200		0	
443	135	Opt D swapped for Opt E 18th Mar; SR-0417 Land east of Church Lane/West of Harrison Drive, North Weald Bassett	Developable	Residential	North Weald Bassett	0	6	11				55	55	55		0	
444.1	136	Opt D swapped for Opt E 18th Mar; SR-0119(PART OF) North Weald Airfield, Merlin Way, North Weald Essex, CM16 6AA	Developable	Residential	North Weald Bassett	0	29	66				0	147	219		0	
444.2	136	Opt D swapped for Opt E 18th Mar; SR-0119(PART OF) North Weald Airfield, Merlin Way, North Weald Essex, CM16 6AA	Developable	Commercial	North Weald Bassett				0	108	162	0	0	0	0	217	324
445	136	Opt D swapped for Opt E 18th Mar; SR-0158C Land at North Weald Bassett, East of Church Lane	Deliverable	Residential	North Weald Bassett	0	20	30				99	99	99		0	
446	136	Opt D swapped for Opt E 18th Mar; SR-0158B West of Church Lane	Deliverable	Residential	North Weald Bassett	0	8	11				38	38	38		0	
447.1	136	Opt D swapped for Opt E 18th Mar; SR-0076 Land south of Vicarage Lane, North Weald	Deliverable	Residential	North Weald Bassett	0	18	27				91	91	91		0	
447.2	136	Opt D swapped for Opt E 18th Mar; SR-0076 Land south of Vicarage Lane, North Weald	Deliverable	Commercial	North Weald Bassett				156	156	156	0	0	0	312	312	312
448	136	Opt D swapped for Opt E 18th Mar; SR-0158A Land at North Weald Bassett, South of Vicarage Lane	Deliverable	Residential	North Weald Bassett	0	27	60				40	134	200		0	

LOG REF	MODEL ZONE	SCHEME DESCRIPTION	SCHEME PROBABILITY	PRIMARY DEVELOPMENT TYPE	DEVELOPMENT LOCATION	GROWTH IN HOUSING 2021			GROWTH IN JOBS 2021			GROWTH IN HOUSING 2033			GROWTH IN JOBS 2033		
						NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH
449	136	Opt D swapped for Opt E 18th Mar; SR-0455 Chase Farm Business Centre, Vicarage Lane West, North Weald, Essex, CM16 6AL	Deliverable	Residential	North Weald Bassett	0	2	4				12	12	12		0	
450	136	Opt D swapped for Opt E 18th Mar; SR-0195A Land to the North of Vicarage Lane, East, North Weald Bassett, Epping, Essex, CM16 6AP	Deliverable	Residential	North Weald Bassett	0	8	12				40	40	40		0	
451	136	Removed from Opt D 18th Mar; SR-0309(PART OF) North Weald Bassett, North East Area	Deliverable	Residential	North Weald Bassett	0	27	60				40	134	200		0	
452.1	136	Opt D swapped for Opt E 18th Mar; SR-0418 (PART OF) Chase Farm & Redricks Nursery and North Weald Nursery	Developable	Residential	North Weald Bassett	0	14	21				70	70	70		0	
452.2	136	Opt D swapped for Opt E 18th Mar; SR-0418 (PART OF) Chase Farm & Redricks Nursery and North Weald Nursery	Developable	Commercial	North Weald Bassett	0	0	0	146	146	146	0	0	0	292	292	292
509	ALL_EF	'Givens' (Completion/Permission/Windfall) to be distributed across district based on EFDC GIS info	Near Certain	Residential	Epping Forest	1785	1983	1983				0	0	0		0	
528	139	West of Pinnacles	Developable	Residential	Harlow	0	0	0				0	0	0	0	0	0
229a	134	Added to Opt D 18th Mar; SR-0022 101-103 High Street, Chipping Ongar	Deliverable	Residential	Chipping Ongar	0	1	2				5	5	5		0	
237a.3	57	SR-0347 Epping Sports Centre	Deliverable	Retail/Leisure	Epping				0	2	3	0	0	0	8	8	8
237a.1	57	SR-0347 Epping Sports Centre	Deliverable	Residential	Epping	0	7	11				35	35	35			

LOG REF	MODEL ZONE	SCHEME DESCRIPTION	SCHEME PROBABILITY	PRIMARY DEVELOPMENT TYPE	DEVELOPMENT LOCATION	GROWTH IN HOUSING 2021			GROWTH IN JOBS 2021			GROWTH IN HOUSING 2033			GROWTH IN JOBS 2033		
						NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH
237a.2	57	SR-0347 Epping Sports Centre	Deliverable	Retail/Leisure	Epping				0	11	16	0	0	0	53	53	53
254a	201	SR-0059 Land at 20 Albion Hill, Loughton	Deliverable	Residential	Loughton / Debden	0	2	3				10	10	10		0	
279c	137	SR-0021 Land lying to the North of Honey Lane and west of Mason Way, Ninefields, Waltham Abbey, Essex	Deliverable	Residential	Waltham Abbey	0	2	3				10	10	10		0	

District: Uttlesford

LOG REF	MODEL ZONE	SCHEME DESCRIPTION	SCHEME PROBABILITY	PRIMARY DEVELOPMENT TYPE	DEVELOPMENT LOCATION	GROWTH IN HOUSING 2021			GROWTH IN JOBS 2021			GROWTH IN HOUSING 2033			GROWTH IN JOBS 2033		
						NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH
178	158	Pre/Primary School	Near Certain	Educational	Saffron Waldon				0	0	0	0	0	0	0	0	0
183	156	Pre/Primary School	Near certain	Educational	Great Dunmow				0	0	0	0	0	0	0	0	0
188	156	New Health Centre	Reasonably Foreseeable	Health Care	Elsenham							0	0	0	3	3	3
189	177	Pre School	Near Certain	Educational	Great Chesterford				0	0	0	0	0	0	0	0	0
191.1	158	Land East of Saffron Walden	Near Certain	Residential	Saffron Waldon							240	240	240		0	
191.2	158	Land East of Saffron Walden	Near Certain	Employment	Saffron Waldon				89	89	89	0	0	0	1034	1034	1034
192	158	Former Willis and Gambier Site, Radwinter Road	Near Certain	Residential	Saffron Waldon	52	52	52				52	52	52		0	
193.1	158	The Ashdon Road Commercial Centre	Near Certain	Residential	Saffron Waldon	167	167	167				167	167	167		0	
193.2	158	The Ashdon Road Commercial Centre	Near Certain	Employment	Saffron Waldon				517	621	621	0	0	0	1034	1034	1034
194.1	156	Land West of Great Dunmow, north of Stortford Road	Near Certain	Residential	Great Dunmow	237	316	395				790	790	790		0	
194.2	156	Land West of Great Dunmow, north of Stortford Road	Near Certain	Education	Great Dunmow				0	0	0	0	0	0	0	0	0
195	168	Land West of Great Dunmow, south of Stortford Road	Near Certain	Residential	Great Dunmow	300	300	300				600	600	600		0	
196	156	Land at Helena Romanes School	Near Certain	Residential	Great Dunmow	75	75	75				150	150	150		0	
197.1	168	Land West of Chelmsford Road	Near Certain	Residential	Great Dunmow	90	120	150				300	300	300		0	
197.2	168	Land West of Chelmsford Road	Near Certain	Employment	Great Dunmow				259	310	310	0	0	0	517	517	517
198.1	156	Land at Woodlands Park	Near Certain	Residential	Great Dunmow	290	386	483				966	966	966		0	
198.2	156	Land at Woodlands Park	Near Certain	Education	Great Dunmow				0	0	0	0	0	0	0	0	0
199	156	Land South of Ongar Road	Near Certain	Residential	Great Dunmow	100	100	100				100	100	100		0	
200	156	Land North of Ongar Road	Near Certain	Residential	Great Dunmow	73	73	73				73	73	73		0	
201	171	Land at Brick Kiln Farm	Near Certain	Residential	Great Dunmow	65	65	65				65	65	65		0	
202	164	Land North of Elsenham	Reasonably Foreseeable	Residential	Elsenham	0	0	0				0	0	0		0	
203	164	Land West of Station Road	Near Certain	Residential	Elsenham	155	155	155				155	155	155		0	
204	164	Land West of Hall Road	Near Certain	Residential	Elsenham	130	130	130				130	130	130		0	

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						NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH
205	164	Land South of Stansted Road	Near Certain	Residential	Elsenham	165	165	165				165	165	165		0	
206	177	Land South of Stanley Road	Near Certain	Residential	Great Chesterford	50	50	50				50	50	50		0	
207	176	Land at Bury Water Lane / Whiteditch Lane	Near Certain	Residential	Newport	84	84	84				84	84	84		0	
208	176	Land West of London Road; plus potential for site to accord with HMA larger village options	More than likely	Residential	Newport							120	120	120		0	
209	162	Land at Forest Hall Park	Near Certain	Residential	Stansted Mountfitchet	35	35	35				35	35	35		0	
210	157	Land at Walpole Farm (north of Stansted Mountfitchet)	Near Certain	Residential	Stansted Mountfitchet	160	160	160				160	160	160		0	
211	157	Land at Elms Farm	Near Certain	Residential	Stansted Mountfitchet	51	51	51				51	51	51		0	
212	161	Land at Priors Green	Near Certain	Residential	Takeley	65	65	65				65	65	65		0	
213	161	Land South of Dunmow Road, Brewers End	Near Certain	Residential	Takeley	100	100	100				100	100	100		0	
214	178	Land South of Sampford Road	Near Certain	Residential	Thaxted	60	60	60				60	60	60		0	
215	169	Land at Flitch Green	Near Certain	Residential	Flitch Green	132	132	132				132	132	132		0	
216	157	Alsa Street	Reasonably Foreseeable	Employment	Stansted Mountfitchet				0	137	137	0	0	0	0	343	512
217.1	92	Bury Lodge Lane	Reasonably Foreseeable	Employment	Stansted Mountfitchet				0	154	154	0	0	0	0	385	574
217.2	92	Bury Lodge Lane	Reasonably Foreseeable	Employment	Stansted Mountfitchet				0	94	94	0	0	0	0	235	351
218	177	Chesterford Park	Reasonably Foreseeable	Employment	Little Chesterford				0	280	280	0	0	0	0	700	1045
219	164	Gaunts End	Reasonably Foreseeable	Employment	Elsenham				0	1074	1074	0	0	0	0	2686	4009
220.1	91	Stansted Airport	More than likely	Employment	Stansted Airport				894	1021	1149	0	0	0	1277	1277	1277
220.2	91	Stansted Airport	More than likely	Employment	Stansted Airport				377	431	485	0	0	0	539	539	539

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						NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH
221.1	174	Start Hill	Near Certain	Employment	Great Hallingbury				42	42	42	0	0	0	42	42	42
221.2	174	Start Hill	Near Certain	Employment	Great Hallingbury				171	171	171	0	0	0	171	171	171
221.3	174	Start Hill	Near Certain	Employment	Great Hallingbury				26	26	26	0	0	0	26	26	26
222	91	Stansted Airport	Reasonably Foreseeable	Airport	Stansted Airport				NR - Stansted	NR - Stansted	NR - Stansted	0	0	0	NR - Stansted	NR - Stansted	NR - Stansted
223	91	Stansted Airport	Hypothetical	Airport	Stansted Airport					NR - Stansted	NR - Stansted	0	0	0		NR - Stansted	NR - Stansted
224	91	Stansted Airport	Hypothetical	Employment	Stansted Airport					NR - Stansted	NR - Stansted	0	0	0		NR - Stansted	NR - Stansted
339	158	Miscellaneous committed housing not previously highlighted	Near Certain	Residential	Saffron Waldon	230	276	322				460	460	460		0	
341	176	Committed sites previously omitted	Near Certain	Residential	Newport	0	0	0				0	0	0		0	
343	157	Miscellaneous committed housing not previously highlighted	Near Certain	Residential	Stansted Mountfitchet	0	0	0				0	0	0		0	
344	161	Committed sites previously omitted	Near Certain	Residential	Takeley	67	67	67				67	67	67		0	
346	161	Takeley/Little Canfield Policy 2: Land south of Dunmow Road and west of The Pastures/Orchard Fields	Near Certain	Residential	Takeley	41	41	41				41	41	41		0	
347	161	Takeley/Little Canfield Policy 3: North View and 3 The Warren	Near Certain	Residential	Takeley	44	44	44				44	44	44		0	
348	161	Takeley/Little Canfield Policy 4: Land at Former Takeley Service Station and between Ridge House and Remarc	Near Certain	Residential	Takeley	15	15	15				15	15	15		0	
349	161	Takeley Policy 5, Olivias, Dunmow Rd	Near Certain	Residential	Takeley	6	6	6				6	6	6		0	
350	178	Committed sites previously omitted	Near Certain	Residential	Thaxted	0	0	0				0	0	0		0	
351	164	Committed sites previously omitted	Near Certain	Residential	Elsenham	47	47	47				47	47	47		0	

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						NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH
352	177	Great Chesterford Policy 1: New World Timber and Great Chesterford Nursery, London Road	Near Certain	Residential	Great Chesterford	42	42	42				42	42	42		0	
353	167	CLAVERING Policy 1: Land rear of the shop and Oxleys Close	Near Certain	Residential	Clavering	14	14	14				14	14	14		0	
354	165	HENHAM Policy 1: Land at Blossom Hill Farm, Chickney Road	Near Certain	Residential	Henham	21	21	21				21	21	21		0	
355	165	HENHAM Policy 2: Land north of Chickney Road and west of Lodge Cottages	Near Certain	Residential	Henham	16	16	16				16	16	16		0	
356	182	RADWINTER Policy 1: Land north of Walden Road	Near Certain	Residential	Radwinter	35	35	35				35	35	35		0	
357	170	STEBBING Policy 1: Land east of Parkside and Garden Fields	Near Certain	Residential	Stebbing	30	30	30				30	30	30		0	
359	169	FELSTED land at Watch House Green, committed	Near Certain	Residential	Felsted	0	0	0				0	0	0		0	
360	175	HIGH RODING Land at Meadow House, committed	Near Certain	Residential	High Roding	0	0	0				0	0	0		0	
361	163	MANUDEN land off The Street, committed	Near Certain	Residential	Manuden	5	5	5				5	5	5		0	
362	181	QUENDON Land rear of Foxley House, committed	Near Certain	Residential	Quendon	0	0	0				0	0	0		0	
363	167	CLAVERING Jubilee Works, committed	Near Certain	Residential	Clavering	0	0	0				0	0	0		0	
364	ALL_U	Small Sites: to be spread across district	Near Certain	Residential	Uttlesford	0	0	0				0	0	0		0	
387	177	Great Chesterford: land north of Bartholomew Close	Near Certain	Residential	Great Chesterford	14	14	14				14	14	14		0	
388.1	156	Easton Park potential land allocation	Reasonably Foreseeable	Residential	Great Dunmow							660	1206	1800		0	
388.2	156	Easton Park potential land allocation	Reasonably Foreseeable	Education	Great Dunmow					0	0	0	0	0		0	0

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						NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH
466.1	170	Boxted Wood/Andrewsfield potential land allocation	Reasonably Foreseeable	Residential	Great Dunmow							350	650	970		0	
466.2	170	Boxted Wood/Andrewsfield potential land allocation	Reasonably Foreseeable	Education	Great Dunmow					0	0	0	0	0		0	0
510	167	CLAVERING: Land south of Oxleys Cl	Near Certain	Residential	Clavering	14	14	14				14	14	14		0	
511	156	Various Permissions in Gt Dunmow	Near Certain	Residential	Great Dunmow	36	36	36				36	36	36		0	
512	178	Thaxted: Wedow Rd various sites with permission	Near Certain	Residential	Thaxted	0	0	0				0	0	0		0	
513	164	Elsenham Nurseries Stansted Road Elsenham	Near Certain	Residential	Elsenham	40	40	40				40	40	40		0	
514	171	Land east of St Edmunds lane, Great dunmow	Near Certain	Residential	Great Dunmow	22	22	22				22	22	22		0	
515	169	Former Ridleys Brewery Mill Lane Hartford End	Near Certain	Residential	Felsted	22	22	22				22	22	22		0	
516	159	Land At Dell Lane Little Hallingbury	Near Certain	Residential	Little Hallingbury	16	16	16				16	16	16		0	
517	179	Land s of Wyndhams Croft & land opp Branksome	Near Certain	Residential	Newport	30	30	30				30	30	30		0	
518	178	25 Barnards Field, Thaxted	Near Certain	Residential	Thaxted	7	7	7				7	7	7		0	
519	158	9-10 Everitt Rd, Saffron Walden	Near Certain	Residential	Saffron Waldon	7	7	7				7	7	7		0	
520	161	Canfield Nursery Bullocks Lane Takeley	Near Certain	Residential	Takeley	7	7	7				7	7	7		0	
521	156	Kings Head North St Great Dunmow	Near Certain	Residential	Great Dunmow	6	6	6				6	6	6		0	
522	165	Elsenham Goods Yard (North) Old Mead Lane Elsenham	Near Certain	Residential	Elsenham	6	6	6				6	6	6		0	
523	176	Land West of Cambridge Road, Newport	Near Certain	Residential	Newport	34	34	34				34	34	34		0	
526	177	Potential for site to accord with HMA larger villages projection	Hypothetical	Residential	Great Chesterford	0	0	0				0	0	0		0	
527	176	Potential for site to accord with HMA larger villages options	Hypothetical	Residential	Newport	0	0	0				0	0	0		0	

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						NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH
536.1	177	North Uttlesford Garden Community	Reasonably Foreseeable	Residential	Great Chesterford	0	255	570				700	1273	1900	0	0	0
536.2	177	North Uttlesford Garden Community	Reasonably Foreseeable	Education	Great Chesterford				0	0	0	0	0	0	0	0	0
223a	91	Stansted Airport	Hypothetical	Airport	Stansted Airport					NR - Stansted	NR - Stansted	0	0	0		NR - Stansted	NR - Stansted

District: East Hertfordshire

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						NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH
22.1	199	The Good's Yard Site (Policy BISH3)	Reasonably Foreseeable	Residential	Bishop's Stortford	0	40	80				400	400	400		0	
22.2	199	The Good's Yard Site (Policy BISH3)	Reasonably Foreseeable	Hotel	Bishop's Stortford				0	0	0	0	0	0	27	27	27
22.3	199	The Good's Yard Site (Policy BISH3)	Reasonably Foreseeable	Retail	Bishop's Stortford				0	0	0	0	0	0	32	32	32
24	82	Reserve Secondary School Site, Hadham Road (Policy BISH5) Planning permission granted for school on ASR (BISH8 site) so dwellings can be assumed	Near Certain	Residential	Bishop's Stortford	82	98	114				163	163	163		0	
25	70	Site East of Manor Links (Policy BISH6)	Reasonably Foreseeable	Residential	Bishop's Stortford	0	5	10				50	50	50		0	
26.1	88	Land South of Bishop's Stortford (Policy BISH7)	Reasonably Foreseeable	Residential	Bishop's Stortford	0	50	75				375	503	750		0	
26.2	88	Land South of Bishop's Stortford (Policy BISH7)	Reasonably Foreseeable	Business Park	Bishop's Stortford				0	91	136	0	0	0	682	914	1364
26.3	88	Land South of Bishop's Stortford (Policy BISH7)	Reasonably Foreseeable	Education	Bishop's Stortford							0	0	0	0	0	0
27.1	82	Land West of Hoggate's Wood (Policy BISH8). Access off new rbt on Hadham Rd	Near Certain	Residential	Bishop's Stortford	429	514	600				857	857	857		0	
27.2	82	Land West of Hoggate's Wood (Policy BISH8). Access off new rbt on Hadham Rd	Near Certain	Education	Bishop's Stortford				0	0	0	0	0	0	0	0	0
28.1	82	Land Between Hoggate's Wood and Farnham Road (Policy BISH8)	Near Certain	Residential	Bishop's Stortford	672	806	940				1343	1343	1343		0	
28.2	82	Land Between Hoggate's Wood and Farnham Road (Policy BISH8)	Near Certain	Employment	Bishop's Stortford				272	326	380	0	0	0	543	543	543

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						NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH
28.3	82	Land Between Hoggate's Wood and Farnham Road (Policy BISH8)	Near Certain	Education	Bishop's Stortford				0	0	0	0	0	0	0	0	0
29	81	Land East of Farnham Road (Policy BISH8)	Near Certain	Residential	Bishop's Stortford	165	197	230				329	329	329		0	
30	66	Bishop's Stortford High School Site, London Road	Reasonably Foreseeable	Residential	Bishop's Stortford	0	10	30				75	101	150		0	
33	49	Land North of West Road (Policy SAWB2)	Reasonably Foreseeable	Residential	Sawbridgeworth	0	8	25				63	84	125		0	
35	113	Land in Mead Lane Area (Policy HERT2)	Reasonably Foreseeable	Residential	Hertford							100	134	200		0	
36	131	Land North of Welwyn Road (Policy HERT3)	Reasonably Foreseeable	Residential	Hertford	0	20	60				150	201	300		0	
37	112	Land South of Welwyn Road / Thieves Road (Policy HERT3)	Reasonably Foreseeable	Residential	Hertford	0	17	50				125	168	250		0	
38	112	Land North of Hertford (Policy HERT4)	Reasonably Foreseeable	Residential	Hertford							50	100	150		0	
39	113	Land South of Hertford (Policy HERT5)	Reasonably Foreseeable	Residential	Hertford	0	5	10				50	50	50		0	
42	107	Infill Development in Group 1 Villages (Policy VILL1)	Reasonably Foreseeable	Residential	Puckeridge	0	8	25				63	84	125		0	
43	130	Infill Development in Group 1 Villages (Policy VILL1)	Reasonably Foreseeable	Residential	Watton-at-Stone	0	9	17				85	85	85		0	
44	107	Infill Development in Group 1 Villages (Policy VILL1)	Reasonably Foreseeable	Residential	Standon	0	6	13				63	63	63		0	
45	115	Infill Development in Group 1 Villages (Policy VILL1)	Reasonably Foreseeable	Residential	Much Hadham	0	5	10				49	49	49		0	
46	133	Infill Development in Group 1 Villages (Policy VILL1)	Reasonably Foreseeable	Residential	Walkern	0	5	9				47	47	47		0	
47	106	Land East of London Road (Policy BUNT2)	More than Likely	Residential	Buntingford	158	190	221				316	316	316		0	
48	124	Land West of Ermine Street (Policy BUNT3)	More than Likely	Residential	Buntingford	90	108	126				180	180	180		0	

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						NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH
49.1	75	Henderson Development, The Causeway	Reasonably Foreseeable	Residential	Bishop's Stortford							100	100	100		0	
49.2	75	Henderson Development, The Causeway	Reasonably Foreseeable	Retail - foodstore extension	Bishop's Stortford				0	15	29	0	0	0	29	29	29
49.3	75	Henderson Development, The Causeway	Reasonably Foreseeable	Retail - town centre extension	Bishop's Stortford				0	408	408	0	0	0	816	816	816
49.4	75	Henderson Development, The Causeway	Reasonably Foreseeable	Hotel	Bishop's Stortford				0	18	37	0	0	0	37	37	37
50	106	Land to South of Hare Street Road (Area 1)	More than Likely	Residential	Buntingford	100	100	100				100	100	100		0	
51	106	Land to South of Hare Street Road (Area 2 & 3)	More than Likely	Residential	Buntingford	180	180	180				180	180	180		0	
52.1	117	Western Section (Gilston Park Estate) developed by CPP	Reasonably Foreseeable	Residential	Harlow	0	93	139				693	929	1386		0	
52.2	117	Western Section (Gilston Park Estate) developed by CPP	Reasonably Foreseeable	Education	Harlow					0	0	0	0	0	0	0	0
53.1	117	Land North of Harlow: The Gilston Park Estate (Northern Section) developed by Places for People	Reasonably Foreseeable	Residential	Harlow	0	111	166				832	1115	1664		0	
53.2	117	Land North of Harlow: The Gilston Park Estate (Northern Section) developed by Places for People	Reasonably Foreseeable	Education	Harlow					0	0	0	0	0	0	0	0
54	108	East of Stevenage	Reasonably Foreseeable	Residential	Stevenage	0	40	120		0	0	300	402	600	0	0	0
58	111	Hertford Regional College, Scott's Road, Ware	Near Certain	Residential	Ware	49	49	49				49	49	49		0	
59	107	Wallace Land, Buntingford Road (3/10/1522)	Near Certain	Residential	Puckeridge	14	14	14				14	14	14		0	
60	111	Former Trinity Centre (3/11/0384)	Near Certain	Residential	Ware	14	14	14				14	14	14		0	
65	114	Terlings Park, Eastwick Road, Gilston (3/11/0554)	Near Certain	Residential	Harlow	192	192	192				192	192	192		0	

LOG REF	MODEL ZONE	SCHEME DESCRIPTION	SCHEME PROBABILITY	PRIMARY DEVELOPMENT TYPE	DEVELOPMENT LOCATION	GROWTH IN HOUSING 2021			GROWTH IN JOBS 2021			GROWTH IN HOUSING 2033			GROWTH IN JOBS 2033		
						NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH
67	74	Former Fyfe Wilson Site, Station Road	Reasonably Foreseeable	Residential	Bishop's Stortford	0	4	8				42	42	42		0	
68	76	Works, Southmill Road	Reasonably Foreseeable	Residential	Bishop's Stortford	0	0	0				0	0	0		0	
69	87	Delivery Office & Post Office Site	Reasonably Foreseeable	Residential	Bishop's Stortford	0	0	0				0	0	0		0	
70	70	Pearce House Site, Parsonage Lane	Near Certain	Residential	Bishop's Stortford	17	17	17				17	17	17		0	
71	70	Sports Field, Birchwood High School	Reasonably Foreseeable	Residential	Bishop's Stortford	0	0	0				0	0	0		0	
72	113	Land at Brazier's Field	Reasonably Foreseeable	Residential	Hertford	0	2	4				18	18	18		0	
74	113	Sovereign House, Hertford	Near Certain	Residential	Hertford	84	84	84				84	84	84		0	
75	113	South of Mead Lane (next to Hertford East Station)	Near Certain	Residential	Hertford	107	107	107				107	107	107		0	
365.1	128	Land east of Welwyn Garden City	Reasonably Foreseeable	Residential	Welwyn Garden City	0	90	135				675	905	1350		0	
365.2	128	Land east of Welwyn Garden City	Reasonably Foreseeable	Education	Welwyn Garden City					0	0	0	0	0	0	0	0
392	126	High Cross Committed Dev	Near Certain	Residential	High Cross	57	57	57				57	57	57		0	
393	131	Tewin Committed Dev	Near Certain	Residential	Tewin	8	8	8				8	8	8		0	
394	73	Bps Stortford Committed Dev (remainder)	Near Certain	Residential	Bishop's Stortford	149	149	149				149	149	149		0	
395	106	Buntingford Committed Dev	Near Certain	Residential	Buntingford	29	29	29				29	29	29		0	
397	113	Hertford Police Station, SG13 7HD	Near Certain	Residential	Hertford	85	85	85				85	85	85		0	
398	113	Hertford Committed Dev (remainder)	Near Certain	Residential	Hertford	351	351	351				351	351	351		0	
399	111	Ware Committed Dev	Near Certain	Residential	Ware	167	167	167				167	167	167		0	
400	106	Land north of Hare St Rd, Buntingford	Near Certain	Residential	Buntingford	160	160	160				160	160	160		0	
401	133	Rural Committed in vicinity of Aston/Benington	Near Certain	Residential	Aston	31	31	31				31	31	31		0	
403	129	Rural Committed in vicinity of Broxbourne	Near Certain	Residential	Brickendon	14	14	14				14	14	14		0	

LOG REF	MODEL ZONE	SCHEME DESCRIPTION	SCHEME PROBABILITY	PRIMARY DEVELOPMENT TYPE	DEVELOPMENT LOCATION	GROWTH IN HOUSING 2021			GROWTH IN JOBS 2021			GROWTH IN HOUSING 2033			GROWTH IN JOBS 2033		
						NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH
406	114	Rural Committed in vicinity of Eastwick/Gilston	Near Certain	Residential	Eastwick	37	37	37				37	37	37		0	
408	128	Rural Committed in vicinity of Hertford	Near Certain	Residential	Hertford	64	64	64				64	64	64		0	
409	107	Rural Committed in vicinity of Puckeridge/Standon	Near Certain	Residential	Puckeridge	30	30	30				30	30	30		0	
410	114	Rural Committed in vicinity of Sawbridgeworth	Near Certain	Residential	Sawbridgeworth	29	29	29				29	29	29		0	
411	116	Rural Committed in vicinity of Ware	Near Certain	Residential	Ware	30	30	30				30	30	30		0	
412	131	Rural Committed in vicinity of Welwyn	Near Certain	Residential	Welwyn Garden City	21	21	21				21	21	21		0	
465	130	A602 Corridor site	Hypothetical	Residential	Watton-at-Stone	0	0	0				0	0	0		0	
524	ALL_EH	District Wide Completions	Near Certain	Residential	District Wide	1050	1050	1050				0	0	0		0	
525	ALL_EH	District Wide Windfall Allowance	Reasonably Foreseeable	Residential	District Wide							0	0	0		0	
529	114	Land north of Stort/south of Gilston	Hypothetical	Residential	Harlow	0	0	0				0	0	0	0	0	0
530	125	Land north of Buntingford Business Pk	Reasonably Foreseeable	Employment	Buntingford				153	153	153	0	0	0	191	191	191
531	76	Millside Industrial Estate, Bishop's Stortford	Reasonably Foreseeable	Employment	Bishop's Stortford				12	12	12	0	0	0	15	15	15
532	76	Southmill Trading Estate, Bishop's Stortford	Reasonably Foreseeable	Employment	Bishop's Stortford				18	18	18	0	0	0	23	23	23
533	113	Pegs Lane/Hale Road, Hertford	Reasonably Foreseeable	Employment	Hertford				1682	1682	1682	0	0	0	2103	2103	2103
534	109	Leeside Works, Stanstead Abbotts	Reasonably Foreseeable	Employment	Stanstead Abbotts				22	22	22	0	0	0	27	27	27
535	109	Riverside Works, Amwell End, St Margarets	Reasonably Foreseeable	Employment	St Margarets				30	30	30	0	0	0	38	38	38
34a	48	Land to North of Sawbridgeworth	Reasonably Foreseeable	Residential	Sawbridgeworth	0	13	40				100	134	200		0	
34b	49	Land south of West Road (SAWB3)	Reasonably Foreseeable	Residential	Sawbridgeworth	0	12	35				88	117	175	0	0	0

LOG REF	MODEL ZONE	SCHEME DESCRIPTION	SCHEME PROBABILITY	PRIMARY DEVELOPMENT TYPE	DEVELOPMENT LOCATION	GROWTH IN HOUSING 2021			GROWTH IN JOBS 2021			GROWTH IN HOUSING 2033			GROWTH IN JOBS 2033		
						NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH
40b.1	116	Land North and East of Ware (Policy WARE3)	Reasonably Foreseeable	Residential	Ware	0	67	100				500	670	1000		0	
40b.2	116	Land North and East of Ware (Policy WARE3)	Reasonably Foreseeable	Employment	Ware				0	13	19	0	0	0	96	128	191
40b.3	116	Land North and East of Ware (Policy WARE3)	Reasonably Foreseeable	Education	Ware							0	0	0	0	0	0
43a	126	Infill Development in Group 1 Villages (Policy VILL1)	Reasonably Foreseeable	Residential	High Cross	0	2	3				15	15	15		0	
43b	119	Infill Development in Group 1 Villages (Policy VILL1)	Reasonably Foreseeable	Residential	Braughing	0	8	25				0	82	123		0	
43c	116	Infill Development in Group 1 Villages (Policy VILL1)	Reasonably Foreseeable	Residential	Hunsdon	0	4	7				37	37	37		0	
43d	118	Infill Development in Group 1 Villages (Policy VILL1)	Reasonably Foreseeable	Residential	Little Hadham and Hadham Ford	0	3	5				25	25	25		0	
43e	116	Infill Development in Group 1 Villages (Policy VILL1)	Reasonably Foreseeable	Residential	Widford	0	2	4				19	19	19		0	
54a.1	118	Greater Little Hadham	Hypothetical	Residential	Little Hadham	0	0	0				0	0	0		0	
54a.2	118	Greater Little Hadham	Hypothetical	Education	Little Hadham							0	0	0		0	

District: Broxbourne

LOG REF	MODEL ZONE	SCHEME DESCRIPTION	SCHEME PROBABILITY	PRIMARY DEVELOPMENT TYPE	DEVELOPMENT LOCATION	GROWTH IN HOUSING 2021			GROWTH IN JOBS 2021			GROWTH IN HOUSING 2033			GROWTH IN JOBS 2033		
						NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH
161	102	See GIS files	More than Likely	Employment	Broxbourne							0	0	0	1400	1400	1400
163	104	See GIS files	Near Certain	Employment	Broxbourne							0	0	0	1400	1400	1400
164	100	See GIS files	More than Likely	Mixed Use	Broxbourne							0	0	0		0	
165.1	102	See GIS files	More than Likely	Employment	Broxbourne							0	0	0	2250	2250	2250
165.2	102	See GIS files	More than Likely	Employment	Broxbourne							0	0	0	1350	1350	1350
165.3	102	See GIS files	More than Likely	Employment	Broxbourne							0	0	0	900	900	900
467	4	See GIS files	Reasonably Foreseeable	Residential	Cheshunt							0	0	100		0	
468	102	See GIS files	Reasonably Foreseeable	Residential	Cheshunt							0	0	100		0	
469	100	See GIS files	Reasonably Foreseeable	Residential	Hoddesdon							0	0	40		0	
470	100	See GIS files	Reasonably Foreseeable	Residential	Hoddesdon							0	0	60		0	
471	100	See GIS files	Reasonably Foreseeable	Residential	Hoddesdon							0	0	71		0	
472	100	See GIS files	Reasonably Foreseeable	Residential	Hoddesdon							0	0	60		0	
473	100	See GIS files	Reasonably Foreseeable	Residential	Hoddesdon							0	0	52		0	
474	100	See GIS files	Reasonably Foreseeable	Residential	Hoddesdon							0	0	40		0	
475	100	See GIS files	Reasonably Foreseeable	Residential	Broxbourne							0	0	36		0	
476	101	See GIS files	Reasonably Foreseeable	Residential	Broxbourne							0	0	36		0	
477	102	See GIS files	Reasonably Foreseeable	Residential	Cheshunt							0	0	22		0	
478	102	See GIS files	Reasonably Foreseeable	Residential	Cheshunt							0	0	218		0	
479	103	See GIS files	Reasonably Foreseeable	Residential	Cheshunt							0	0	40		0	
480	102	See GIS files	Reasonably Foreseeable	Residential	Cheshunt							0	0	88		0	
481	102	See GIS files	Reasonably Foreseeable	Residential	Cheshunt							0	0	79		0	
482	102	See GIS files	Reasonably Foreseeable	Residential	Cheshunt							0	0	35		0	
483	104	See GIS files	Reasonably Foreseeable	Residential	Waltham Cross							0	0	25		0	
484	104	See GIS files	Reasonably Foreseeable	Residential	Waltham Cross							0	0	90		0	
485	104	See GIS files	Reasonably Foreseeable	Residential	Waltham Cross							0	0	22		0	
486	104	See GIS files	Reasonably Foreseeable	Residential	Waltham Cross							0	0	30		0	
487	104	See GIS files	Reasonably Foreseeable	Residential	Waltham Cross							0	0	40		0	
488	104	See GIS files	Reasonably Foreseeable	Residential	Waltham Cross							0	0	56		0	
489	104	See GIS files	Reasonably Foreseeable	Residential	Waltham Cross							0	0	40		0	
490	104	See GIS files	Reasonably Foreseeable	Residential	Waltham Cross							0	0	60		0	

LOG REF	MODEL ZONE	SCHEME DESCRIPTION	SCHEME PROBABILITY	PRIMARY DEVELOPMENT TYPE	DEVELOPMENT LOCATION	GROWTH IN HOUSING 2021			GROWTH IN JOBS 2021			GROWTH IN HOUSING 2033			GROWTH IN JOBS 2033		
						NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH
491	104	See GIS files	Reasonably Foreseeable	Residential	Waltham Cross							0	0	32		0	
492	104	See GIS files	Reasonably Foreseeable	Residential	Waltham Cross							0	0	34		0	
493	104	See GIS files	Reasonably Foreseeable	Residential	Waltham Cross							0	0	115		0	
494	104	See GIS files	Reasonably Foreseeable	Residential	Waltham Cross							0	0	40		0	
495	103	See GIS files	Reasonably Foreseeable	Residential	Cheshunt							0	0	200		0	
496	103	See GIS files	Reasonably Foreseeable	Residential	Cheshunt							0	0	50		0	
497	101	See GIS files	Reasonably Foreseeable	Residential	Broxbourne							0	0	140		0	
498	104	See GIS files	Reasonably Foreseeable	Residential	Waltham Cross							0	0	300		0	
499	100	See GIS files	Reasonably Foreseeable	Residential	Hoddesdon							0	0	33		0	
500	103	See GIS files	Reasonably Foreseeable	Residential	Cheshunt							0	0	50		0	
501	103	See GIS files	Reasonably Foreseeable	Residential	Cheshunt							0	0	300		0	
502	100	See GIS files	Reasonably Foreseeable	Residential	Hoddesdon							0	0	523		0	
503	102	See GIS files	Reasonably Foreseeable	Residential	Cheshunt							0	0	460		0	
504	103	See GIS files	Reasonably Foreseeable	Residential	Cheshunt							0	0	600		0	
505	102	See GIS files	Reasonably Foreseeable	Residential	Broxbourne							0	0	750		0	
506	102	See GIS files	Reasonably Foreseeable	Residential	Broxbourne							0	0	750		0	
507	103	See GIS files	Reasonably Foreseeable	Residential	Cheshunt							0	0	80		0	
508	102	See GIS files	Reasonably Foreseeable	Residential	Cheshunt							0	0	132		0	
164a	100	See GIS files	More than Likely	Mixed Use	Broxbourne							0	0	0	200	200	200

District: Enfield

LOG REF	MODEL ZONE	SCHEME DESCRIPTION	SCHEME PROBABILITY	PRIMARY DEVELOPMENT TYPE	DEVELOPMENT LOCATION	GROWTH IN HOUSING 2021			GROWTH IN JOBS 2021			GROWTH IN HOUSING 2033			GROWTH IN JOBS 2033		
						NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH
87	266	Development of 2 Commercial Wharfs	Reasonably Foreseeable	Industrial	Enfield							0	0	0		0	
111	266	Small Site Housing - 0 - 5 Years (2010-2015)	Near Certain	Residential	Enfield							0	0	0		0	
112	266	Small Site Housing - 5 - 10 Years (2015-2020)	More than Likely	Residential	Enfield							0	0	0		0	
113	266	Small Site Housing - 11 - 15 Years (2020-2025)	Hypothetical	Residential	Enfield							0	0	0		0	
115	266	Central Leeside (Meridian Water) 0 - 5 Years (2010-2015)	Near Certain	Residential	Enfield							0	0	0		0	
116	266	Central Leeside (Meridian Water) 5 - 10 Years (2015-2020)	More than Likely	Residential	Enfield							0	0	0		0	
117	266	Central Leeside (Meridian Water) 10 - 15 Years (2020-2025)	Reasonably Foreseeable	Residential	Enfield							0	0	0		0	
118	266	Central Leeside (Meridian Water) 15 - 20 Years (2025-2030)	Hypothetical	Residential	Enfield							0	0	0		0	
119	266	Central Leeside (Meridian Water) 5 - 10 Years (2015-2020)	Hypothetical	Educational	Enfield							0	0	0		0	
120	266	Enfield Town 0 - 5 Years (2010-2015)	Near Certain	Residential	Enfield							0	0	0		0	
121	266	Enfield Town 5 - 10 Years (2015-2020)	More than Likely	Residential	Enfield							0	0	0		0	
122	266	North Circular (including New Southgate) 0 - 5 Years (2010-2015)	Near Certain	Residential	Enfield							0	0	0		0	
123	266	North Circular (including New Southgate) 5 - 10 Years (2015-2020)	More than Likely	Residential	Enfield							0	0	0		0	
124	266	North Circular (including New Southgate) 10 - 15 Years (2020-2025)	Reasonably Foreseeable	Residential	Enfield							0	0	0		0	

LOG REF	MODEL ZONE	SCHEME DESCRIPTION	SCHEME PROBABILITY	PRIMARY DEVELOPMENT TYPE	DEVELOPMENT LOCATION	GROWTH IN HOUSING 2021			GROWTH IN JOBS 2021			GROWTH IN HOUSING 2033			GROWTH IN JOBS 2033		
						NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH
125	266	North Circular (including New Southgate) 15 - 20 Years (2025-2030)	Hypothetical	Residential	Enfield							0	0	0		0	
126	266	North Circular (including New Southgate) 0 - 5 Years (2010-2015)	Hypothetical	Educational	Enfield							0	0	0		0	
127	266	North East Enfield (Ponders End and Southern Brimsdown) 0 - 5 Years (2010-2015)	Near Certain	Residential	Enfield							0	0	0		0	
128	266	North East Enfield (Ponders End and Southern Brimsdown) 5 - 10 Years (2015-2020)	More than Likely	Residential	Enfield							0	0	0		0	
129	266	North East Enfield (Ponders End and Southern Brimsdown) 0 - 5 Years (2010-2015)	Hypothetical	Educational	Enfield							0	0	0		0	
130	266	Other Large Sites (>0.5ha) 0 - 5 Years (2010-2015)	Near Certain	Residential	Enfield							0	0	0		0	
131	266	Other Large Sites (>0.5ha) 5 - 10 Years (2015-2020)	More than Likely	Residential	Enfield							0	0	0		0	
143	266	Retail Floorspace Provision up to 2015	More than Likely	Retail	Enfield							0	0	0		0	
144	266	Retail Floorspace Provision up to 2015	More than Likely	Retail	Edmonton Green							0	0	0		0	
145	266	Retail Floorspace Provision up to 2015	More than Likely	Retail	Angel Edmonton							0	0	0		0	
146	266	Retail Floorspace Provision up to 2015	More than Likely	Retail	Southgate							0	0	0		0	
147	266	Retail Floorspace Provision up to 2015	More than Likely	Retail	Palmers Green							0	0	0		0	
148	266	Retail Floorspace Provision up to 2015	More than Likely	Retail	Other Centres							0	0	0		0	

LOG REF	MODEL ZONE	SCHEME DESCRIPTION	SCHEME PROBABILITY	PRIMARY DEVELOPMENT TYPE	DEVELOPMENT LOCATION	GROWTH IN HOUSING 2021			GROWTH IN JOBS 2021			GROWTH IN HOUSING 2033			GROWTH IN JOBS 2033		
						NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH
149	266	Retail Floorspace Provision up to 2020	Hypothetical	Retail	Predominantly Edmonton Green and Angel Edmonton district centres and regeneration of Meridian Water							0	0	0		0	
150	266	Retail Floorspace Provision up to 2025	Hypothetical	Retail	Predominantly Edmonton Green and Angel Edmonton district centres and regeneration of Meridian Water							0	0	0		0	
87	266	Development of 2 Commercial Wharfs	Reasonably Foreseeable	Industrial	Enfield							0	0	0		0	
111	266	Small Site Housing - 0 - 5 Years (2010-2015)	Near Certain	Residential	Enfield							0	0	0		0	
112	266	Small Site Housing - 5 - 10 Years (2015-2020)	More than Likely	Residential	Enfield							0	0	0		0	
113	266	Small Site Housing - 11 - 15 Years (2020-2025)	Hypothetical	Residential	Enfield							0	0	0		0	
115	266	Central Leeside (Meridian Water) 0 - 5 Years (2010-2015)	Near Certain	Residential	Enfield							0	0	0		0	
116	266	Central Leeside (Meridian Water) 5 - 10 Years (2015-2020)	More than Likely	Residential	Enfield							0	0	0		0	
117	266	Central Leeside (Meridian Water) 10 - 15 Years (2020-2025)	Reasonably Foreseeable	Residential	Enfield							0	0	0		0	
118	266	Central Leeside (Meridian Water) 15 - 20 Years (2025-2030)	Hypothetical	Residential	Enfield							0	0	0		0	

LOG REF	MODEL ZONE	SCHEME DESCRIPTION	SCHEME PROBABILITY	PRIMARY DEVELOPMENT TYPE	DEVELOPMENT LOCATION	GROWTH IN HOUSING 2021			GROWTH IN JOBS 2021			GROWTH IN HOUSING 2033			GROWTH IN JOBS 2033		
						NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH
119	266	Central Leeside (Meridian Water) 5 - 10 Years (2015-2020)	Hypothetical	Educational	Enfield							0	0	0		0	
120	266	Enfield Town 0 - 5 Years (2010-2015)	Near Certain	Residential	Enfield							0	0	0		0	
121	266	Enfield Town 5 - 10 Years (2015-2020)	More than Likely	Residential	Enfield							0	0	0		0	
122	266	North Circular (including New Southgate) 0 - 5 Years (2010-2015)	Near Certain	Residential	Enfield							0	0	0		0	
123	266	North Circular (including New Southgate) 5 - 10 Years (2015-2020)	More than Likely	Residential	Enfield							0	0	0		0	
124	266	North Circular (including New Southgate) 10 - 15 Years (2020-2025)	Reasonably Foreseeable	Residential	Enfield							0	0	0		0	
125	266	North Circular (including New Southgate) 15 - 20 Years (2025-2030)	Hypothetical	Residential	Enfield							0	0	0		0	
126	266	North Circular (including New Southgate) 0 - 5 Years (2010-2015)	Hypothetical	Educational	Enfield							0	0	0		0	
127	266	North East Enfield (Ponders End and Southern Brimsdown) 0 - 5 Years (2010-2015)	Near Certain	Residential	Enfield							0	0	0		0	
128	266	North East Enfield (Ponders End and Southern Brimsdown) 5 - 10 Years (2015-2020)	More than Likely	Residential	Enfield							0	0	0		0	
129	266	North East Enfield (Ponders End and Southern Brimsdown) 0 - 5 Years (2010-2015)	Hypothetical	Educational	Enfield							0	0	0		0	
130	266	Other Large Sites (>0.5ha) 0 - 5 Years (2010-2015)	Near Certain	Residential	Enfield							0	0	0		0	
131	266	Other Large Sites (>0.5ha) 5 - 10 Years (2015-2020)	More than Likely	Residential	Enfield							0	0	0		0	

LOG REF	MODEL ZONE	SCHEME DESCRIPTION	SCHEME PROBABILITY	PRIMARY DEVELOPMENT TYPE	DEVELOPMENT LOCATION	GROWTH IN HOUSING 2021			GROWTH IN JOBS 2021			GROWTH IN HOUSING 2033			GROWTH IN JOBS 2033		
						NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH
143	266	Retail Floorspace Provision up to 2015	More than Likely	Retail	Enfield							0	0	0		0	
144	266	Retail Floorspace Provision up to 2015	More than Likely	Retail	Edmonton Green							0	0	0		0	
145	266	Retail Floorspace Provision up to 2015	More than Likely	Retail	Angel Edmonton							0	0	0		0	
146	266	Retail Floorspace Provision up to 2015	More than Likely	Retail	Southgate							0	0	0		0	
147	266	Retail Floorspace Provision up to 2015	More than Likely	Retail	Palmers Green							0	0	0		0	
148	266	Retail Floorspace Provision up to 2015	More than Likely	Retail	Other Centres							0	0	0		0	
149	266	Retail Floorspace Provision up to 2020	Hypothetical	Retail	Predominantly Edmonton Green and Angel Edmonton district centres and regeneration of Meridian Water							0	0	0		0	
150	266	Retail Floorspace Provision up to 2025	Hypothetical	Retail	Predominantly Edmonton Green and Angel Edmonton district centres and regeneration of Meridian Water							0	0	0		0	
87	266	Development of 2 Commercial Wharfs	Reasonably Foreseeable	Industrial	Enfield							0	0	0		0	
111	266	Small Site Housing - 0 - 5 Years (2010-2015)	Near Certain	Residential	Enfield							0	0	0		0	

LOG REF	MODEL ZONE	SCHEME DESCRIPTION	SCHEME PROBABILITY	PRIMARY DEVELOPMENT TYPE	DEVELOPMENT LOCATION	GROWTH IN HOUSING 2021			GROWTH IN JOBS 2021			GROWTH IN HOUSING 2033			GROWTH IN JOBS 2033		
						NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH	NTEM	MEDIUM	HIGH
112	266	Small Site Housing - 5 - 10 Years (2015-2020)	More than Likely	Residential	Enfield							0	0	0		0	
113	266	Small Site Housing - 11 - 15 Years (2020-2025)	Hypothetical	Residential	Enfield							0	0	0		0	
115	266	Central Leeside (Meridian Water) 0 - 5 Years (2010-2015)	Near Certain	Residential	Enfield							0	0	0		0	
116	266	Central Leeside (Meridian Water) 5 - 10 Years (2015-2020)	More than Likely	Residential	Enfield							0	0	0		0	
117	266	Central Leeside (Meridian Water) 10 - 15 Years (2020-2025)	Reasonably Foreseeable	Residential	Enfield							0	0	0		0	
118	266	Central Leeside (Meridian Water) 15 - 20 Years (2025-2030)	Hypothetical	Residential	Enfield							0	0	0		0	
119	266	Central Leeside (Meridian Water) 5 - 10 Years (2015-2020)	Hypothetical	Educational	Enfield							0	0	0		0	
120	266	Enfield Town 0 - 5 Years (2010-2015)	Near Certain	Residential	Enfield							0	0	0		0	

Appendix C. Base Year Matrices

Base Year 2014 AM Car Commuter

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	15	63	5	17	40	10	1	1	3	34	72	37	22	78	3	20	31	3	4	9	4
2	64	389	58	106	248	15	17	2	48	48	153	90	21	132	9	34	122	10	9	39	13
3	26	90	6	90	122	1	7	9	9	15	71	12	10	41	2	32	21	3	13	21	3
4	12	40	26	472	1124	151	14	32	58	12	61	126	94	57	2	124	71	3	112	105	2
5	35	150	41	1641	564	99	4	46	19	38	152	214	99	122	5	106	55	3	22	30	7
6	3	4	2	51	22	31	0	22	0	3	1	50	95	66	1	34	120	2	19	38	1
7	2	24	7	95	7	6	605	506	651	38	65	5	280	12	13	135	1143	87	85	40	7
8	6	3	1	108	26	46	372	35	60	12	13	33	631	49	0	24	420	27	25	19	1
9	3	47	3	98	7	0	500	52	912	111	298	3	163	2	20	344	704	40	39	25	7
10	51	52	9	46	65	11	92	19	179	4693	178	132	57	378	0	2	238	0	184	0	17
11	68	198	37	86	167	18	155	26	562	271	218	48	104	29	1	309	404	2	4	20	6
12	36	128	13	142	186	129	8	17	3	169	53	188	646	587	18	9	58	176	6	10	24
13	29	7	3	243	86	96	349	836	221	147	52	407	203	5605	0	1022	95	536	0	499	494
14	82	71	27	105	139	131	20	146	8	971	33	765	5283	18071	0	33	58	33	1	536	389
15	5	6	1	8	7	2	44	0	23	0	3	17	0	0	0	203	190	0	0	0	0
16	11	22	8	117	31	34	257	50	677	1	350	4	1045	18	83	9846	2	0	0	0	0
17	30	32	21	160	34	97	827	317	615	229	195	23	188	25	92	1	1	0	0	0	0
18	5	6	2	4	3	3	7	3	3	0	3	14	45	4	0	0	0	0	0	0	0
19	10	4	43	56	23	19	120	26	27	131	2	3	0	0	163	0	0	0	0	0	0
20	14	19	7	24	7	27	25	13	6	0	10	7	358	183	0	0	0	0	0	0	0
21	7	8	1	7	8	3	14	3	12	4732	1	38	393	151	0	0	0	0	0	0	0

Base Year 2014 AM Car Business

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	2	0	0	0	0	0
2	1	25	4	3	19	1	1	0	2	1	8	6	0	5	0	2	2	0	0	1	0
3	1	4	0	1	6	0	0	0	1	1	15	1	0	3	0	1	0	0	0	1	0
4	0	2	2	25	87	11	2	3	2	1	7	5	5	3	0	3	4	0	1	2	0
5	1	13	3	69	32	6	1	3	1	2	8	10	2	4	0	2	1	0	0	0	0
6	0	0	0	5	2	1	0	1	0	0	0	1	0	1	0	0	1	0	1	0	0
7	0	4	3	6	1	0	19	16	21	4	5	1	193	0	0	20	164	0	25	2	0
8	0	0	0	5	1	2	11	2	2	1	10	3	118	6	0	5	71	0	8	1	0
9	0	2	1	6	1	0	17	5	42	10	10	0	101	0	2	37	89	0	9	1	1
10	4	2	0	5	6	0	10	3	24	454	25	19	57	161	0	0	159	0	27	0	3
11	3	9	2	5	6	2	8	2	19	14	9	2	64	1	0	31	68	0	0	0	0
12	1	13	2	6	15	5	0	0	0	12	2	7	111	44	2	0	7	0	0	0	2
13	0	0	0	17	5	1	76	57	100	24	17	50	27	1124	2	230	109	0	17	12	13
14	0	8	1	13	10	2	0	8	0	137	0	51	1737	2521	2	8	19	0	1	6	47
15	0	0	0	1	1	0	3	0	5	0	1	6	4	2	0	27	36	0	1	0	0
16	1	1	0	10	2	0	34	9	59	0	37	0	761	5	9	956	2	0	0	0	0
17	0	1	1	16	2	1	85	35	111	31	21	1	292	3	3	1	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
19	0	0	0	4	1	1	18	6	19	10	1	0	15	0	1	0	0	0	0	0	0
20	0	1	2	1	0	0	3	1	2	0	0	0	55	7	0	0	0	0	0	0	0
21	0	1	0	1	1	0	2	1	3	243	0	5	103	75	0	0	0	0	0	0	0

Base Year 2014 AM Car Other

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	20	63	15	12	22	5	2	3	6	34	73	27	57	64	4	8	52	4	9	11	5
2	44	316	39	26	118	13	9	4	43	34	101	61	18	60	5	21	42	6	4	20	7
3	10	66	10	21	69	3	2	3	4	18	51	9	3	21	1	19	8	2	6	9	2
4	9	42	29	269	1115	77	9	13	31	12	45	43	43	31	1	56	32	2	44	51	1
5	25	94	38	703	427	45	3	16	13	27	83	87	55	83	3	36	30	1	11	9	5
6	5	3	1	40	23	19	1	14	0	4	3	31	74	55	1	26	92	2	14	32	2
7	2	20	9	19	2	3	815	275	275	3	16	6	291	25	0	18	466	0	3	0	0
8	6	5	2	34	22	30	299	22	30	1	6	9	331	11	0	4	168	0	1	0	0
9	5	45	7	21	5	1	236	19	878	10	69	4	108	6	0	62	192	0	1	0	0
10	62	46	10	12	24	8	9	2	21	2529	101	100	4	134	0	1	24	0	0	0	3
11	77	196	44	35	130	9	30	6	151	88	254	39	49	27	1	222	119	1	1	5	1
12	76	140	8	66	143	93	7	11	3	91	59	226	276	421	3	8	42	2	3	6	3
13	126	28	5	40	153	96	199	175	92	3	30	177	123	1833	0	71	160	110	0	0	0
14	226	74	15	47	127	109	27	13	8	118	37	372	2329	9811	0	2	60	0	0	0	4
15	7	5	1	2	3	2	0	0	0	0	1	5	0	0	0	2	0	0	0	0	0
16	19	30	16	48	30	38	40	9	142	2	255	2	208	4	1	5171	1	0	0	0	0
17	115	45	19	29	80	97	336	108	170	9	68	38	355	52	0	1	1	0	0	0	0
18	8	6	4	2	2	3	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0
19	25	10	23	43	33	17	6	2	2	0	3	5	0	0	0	0	0	0	0	0	0
20	22	19	13	37	12	35	0	1	0	0	4	2	1	0	0	0	0	0	0	0	0
21	10	7	2	2	4	3	0	0	0	531	0	4	1	8	0	0	0	0	0	0	0

Base Year 2014 AM LGV

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	7	20	0	15	9	1	0	1	1	4	12	7	16	14	1	0	25	1	5	3	1
2	26	24	13	32	68	6	3	2	10	8	50	31	12	27	2	12	34	2	7	9	3
3	2	33	1	16	21	1	0	1	1	2	7	4	1	8	1	11	4	0	3	4	1
4	11	23	7	74	257	35	17	14	17	4	20	19	68	8	0	19	25	0	11	9	0
5	16	55	11	341	43	16	6	6	10	15	28	36	21	23	4	19	12	0	5	4	5
6	0	2	0	15	6	1	0	4	0	1	1	8	19	11	0	8	18	0	2	6	0
7	1	9	3	31	5	1	141	91	104	17	14	2	173	1	0	41	279	0	2	0	0
8	0	1	1	14	4	7	74	8	20	2	3	1	127	6	0	8	90	0	0	0	0
9	2	15	2	31	6	0	95	22	231	24	66	2	112	2	0	122	221	0	1	0	0
10	6	10	1	13	7	3	21	12	61	2502	78	70	15	191	0	0	70	0	1	0	2
11	14	52	9	24	36	6	27	6	97	94	44	10	47	6	2	85	71	0	0	0	0
12	9	47	2	38	33	28	2	3	1	65	11	45	151	201	1	2	10	0	0	1	2
13	20	19	1	95	21	14	204	158	127	34	29	109	162	2036	0	33	254	3	0	160	152
14	49	20	2	28	40	17	1	22	2	236	8	243	1376	9302	0	2	5	0	0	0	36
15	1	2	0	1	1	1	8	0	3	0	0	6	0	0	0	3	3	0	0	0	0
16	2	6	2	28	16	11	80	15	217	0	129	0	142	1	0	4255	1	0	0	0	0
17	25	28	3	34	9	22	301	93	178	17	48	4	378	2	0	0	0	0	0	0	0
18	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	4	7	4	6	3	4	7	2	2	1	0	1	0	0	0	0	0	0	0	0	0
20	4	8	2	7	4	9	0	0	1	0	0	0	160	0	0	0	0	0	0	0	0
21	1	3	0	1	1	1	0	0	1	1027	0	5	169	21	0	0	0	0	0	0	0

Base Year 2014 AM HGV

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	3	9	0	3	1	0	0	0	0	0	0	3	10	4	0	0	10	0	0	0	0
2	0	1	0	12	8	13	0	0	0	0	3	2	12	3	0	0	11	0	2	0	0
3	0	0	0	5	2	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0
4	2	3	0	22	78	3	5	3	3	0	2	4	15	3	0	1	5	0	3	1	0
5	2	19	0	97	7	2	2	0	3	0	3	2	12	7	0	1	10	0	4	0	0
6	0	0	0	1	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
7	0	0	0	6	2	0	31	12	30	3	5	0	46	0	0	10	86	0	1	0	0
8	0	0	0	2	0	0	12	2	3	2	0	0	36	2	0	1	25	0	0	0	0
9	0	0	0	6	2	0	29	4	54	20	21	0	40	0	0	39	86	0	0	0	0
10	0	0	0	4	1	0	9	4	15	790	21	24	12	52	0	0	15	0	0	0	1
11	0	0	0	6	3	0	14	2	24	12	12	0	17	5	0	27	27	0	0	0	0
12	0	2	0	8	5	0	0	0	0	18	1	9	34	68	0	0	3	0	0	1	2
13	13	16	0	8	12	1	68	52	46	55	9	23	51	620	0	33	100	1	0	80	34
14	9	4	0	10	8	1	0	5	0	58	4	94	419	2962	0	9	1	0	0	0	60
15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3	0	0	0	0
16	0	0	0	4	3	1	32	5	73	0	38	0	54	8	0	1350	1	0	0	0	0
17	13	12	0	7	7	1	96	27	67	4	16	1	140	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	6	0	2	1	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	1	1	0	0	0	0	0	2	80	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	326	0	6	65	40	0	0	0	0	0	0	0

Base Year 2014 IP Car Commuter

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	8	29	5	7	21	3	0	0	2	16	23	30	13	54	2	5	23	2	4	7	3
2	84	134	31	39	83	6	6	0	13	22	84	36	10	35	3	17	46	4	5	13	5
3	9	19	6	18	31	0	1	0	0	5	9	5	2	8	1	4	6	1	6	4	1
4	14	33	16	267	703	47	10	18	33	7	42	50	40	34	1	64	46	1	26	52	1
5	16	47	32	565	248	38	3	20	8	9	57	81	58	53	1	34	39	2	29	29	2
6	3	1	1	35	16	24	1	17	0	2	4	72	53	34	0	20	78	0	14	26	1
7	1	5	1	9	2	0	184	93	165	26	22	5	90	21	51	40	258	10	28	8	2
8	5	1	1	11	8	7	92	7	22	4	6	13	208	21	0	10	92	2	6	2	1
9	1	14	2	23	2	0	156	19	273	41	113	0	46	2	7	118	154	7	7	4	2
10	45	17	6	9	16	2	19	3	31	1200	62	40	23	226	0	1	57	0	42	0	2
11	53	56	17	32	64	2	24	5	90	64	96	14	18	11	0	85	67	0	3	7	2
12	30	22	3	43	58	50	3	7	1	39	19	66	139	205	5	3	24	32	3	8	12
13	22	5	2	36	45	70	93	200	64	39	30	162	54	1393	0	289	52	123	0	117	357
14	86	18	11	25	53	66	15	17	3	184	17	210	1380	4547	0	8	41	9	0	76	82
15	7	1	0	1	2	1	41	0	2	0	0	4	0	0	0	34	43	0	0	0	0
16	5	13	4	45	16	12	33	8	97	1	82	2	280	12	40	2537	1	0	0	0	0
17	22	26	5	33	26	61	286	96	160	69	67	27	43	51	77	1	0	0	0	0	0
18	8	1	0	1	2	1	14	4	6	0	1	34	83	11	0	0	0	0	0	0	0
19	8	8	4	21	24	7	27	7	8	48	1	4	0	0	98	0	0	0	0	0	0
20	21	7	4	27	11	16	9	4	4	0	4	5	123	105	0	0	0	0	0	0	0
21	10	2	0	2	3	1	2	1	2	733	1	9	288	97	0	0	0	0	0	0	0

Base Year 2014 IP Car Business

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
2	1	8	2	5	5	1	1	0	0	1	4	2	0	2	0	0	1	0	0	0	0
3	0	2	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	4	1	23	63	3	4	3	3	1	3	3	6	3	0	3	7	0	1	1	0
5	0	3	2	57	20	3	1	1	1	0	4	4	2	3	0	1	1	0	1	0	0
6	0	0	0	6	1	2	0	0	0	0	1	2	0	0	0	0	1	0	1	0	0
7	0	0	0	5	1	0	36	17	21	6	3	0	117	1	4	13	121	0	13	1	1
8	0	0	0	2	1	0	14	2	4	1	1	0	71	3	0	3	39	0	3	0	0
9	0	1	0	6	1	0	28	7	43	7	9	0	71	0	5	33	68	0	5	1	1
10	0	1	0	3	2	0	9	2	10	563	23	20	35	127	0	0	74	0	13	0	3
11	1	2	1	4	5	0	5	1	14	16	8	0	30	0	0	24	30	0	0	0	0
12	0	1	0	6	4	1	0	0	0	13	0	6	56	45	2	0	2	0	0	0	3
13	0	0	0	17	4	0	114	72	81	115	31	52	35	934	14	283	275	0	9	20	83
14	0	1	0	4	3	2	0	5	0	142	0	63	912	2512	1	2	7	0	0	4	54
15	0	0	0	0	0	0	8	0	2	0	0	5	3	1	0	11	24	0	1	0	0
16	0	0	0	6	1	0	21	5	50	0	32	0	319	1	10	1052	1	0	0	0	0
17	0	1	0	9	1	1	122	39	63	70	26	2	304	6	25	1	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	0	0	0	1	1	0	14	4	5	13	0	0	9	0	4	0	0	0	0	0	0
20	0	0	0	1	0	0	1	0	1	0	0	0	20	3	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	1	248	0	3	75	49	0	0	0	0	0	0	0

Base Year 2014 IP Car Other

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	21	68	14	10	20	10	2	3	5	37	57	31	102	100	5	7	100	6	19	16	7
2	83	338	48	51	123	8	11	2	32	49	139	56	14	56	5	24	53	5	8	18	7
3	19	42	11	35	64	1	2	1	1	16	37	8	5	21	1	7	13	2	11	7	2
4	13	62	39	467	1022	53	17	19	33	10	61	60	38	44	1	48	48	2	47	50	2
5	25	127	70	1117	481	47	5	18	10	21	76	93	88	90	2	26	57	3	28	22	3
6	6	4	4	36	47	22	0	24	0	3	7	71	94	81	1	27	116	2	17	38	2
7	5	12	4	19	4	2	702	235	302	26	27	7	402	26	4	36	511	0	6	0	0
8	2	3	2	19	24	30	211	18	47	3	10	11	350	15	0	9	172	0	1	0	0
9	7	47	3	37	8	0	302	49	682	25	134	2	244	4	1	172	292	0	2	0	0
10	50	52	5	12	23	3	25	3	30	3195	135	102	12	296	0	2	41	0	1	0	5
11	84	180	49	66	119	3	33	8	124	138	249	37	80	25	0	259	123	0	2	6	2
12	39	103	11	65	107	61	6	9	2	102	38	152	314	511	2	4	47	1	5	7	3
13	50	14	3	68	92	94	405	348	215	19	71	266	150	2826	0	191	369	79	0	128	34
14	111	65	19	47	87	85	22	17	4	354	22	471	2881	13038	0	3	64	0	0	1	14
15	8	5	1	1	3	1	3	0	0	0	0	6	0	0	0	3	1	0	0	0	0
16	17	29	10	74	37	23	49	12	177	2	251	4	276	4	2	6399	1	0	0	0	0
17	57	56	11	60	45	103	532	173	271	32	115	35	457	67	3	2	0	0	0	0	0
18	9	5	1	1	3	1	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0
19	18	11	6	55	29	13	9	2	3	2	4	5	0	0	3	0	0	0	0	0	0
20	25	19	10	58	27	30	1	1	1	0	5	5	84	4	0	0	0	0	0	0	0
21	11	6	1	1	4	1	0	0	0	665	1	3	85	19	0	0	0	0	0	0	0

Base Year 2014 IP LGV

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	7	17	2	10	7	2	1	3	1	5	11	7	23	21	1	2	30	1	12	3	1
2	32	39	14	25	42	2	4	1	10	11	42	20	7	15	2	7	19	2	4	8	3
3	2	12	1	11	12	0	0	0	0	2	8	2	1	6	0	2	3	0	3	2	0
4	13	22	10	93	224	17	20	9	14	5	22	19	59	11	1	22	28	0	8	10	2
5	10	40	15	209	60	13	6	4	6	6	21	25	24	23	1	13	15	0	8	7	1
6	1	2	2	14	14	2	0	4	0	2	1	22	15	17	1	7	22	0	4	7	1
7	0	4	1	19	4	1	119	50	75	16	9	2	134	1	1	20	223	0	1	0	0
8	0	1	0	7	4	10	45	5	16	4	2	2	110	4	0	4	70	0	0	0	0
9	1	12	1	12	5	0	85	19	152	19	50	1	88	1	0	82	141	0	1	0	0
10	8	8	1	8	6	1	18	15	24	1778	53	53	28	174	0	0	71	0	1	0	1
11	16	38	10	19	26	1	12	3	41	84	37	7	26	4	0	56	34	0	0	1	0
12	14	24	3	18	25	12	2	1	1	39	9	35	88	163	1	1	10	0	2	1	2
13	23	15	1	73	28	18	201	146	82	108	24	84	115	1416	0	25	258	5	0	290	247
14	40	14	4	14	18	14	2	11	1	180	5	165	1057	6444	0	1	7	0	0	0	12
15	2	1	0	0	1	0	5	0	1	0	0	6	0	0	0	2	6	0	0	0	0
16	3	6	2	20	13	6	40	8	95	0	88	1	125	0	0	3000	0	0	0	0	0
17	29	25	3	22	14	28	269	75	121	48	30	9	380	4	1	1	0	0	0	0	0
18	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	6	12	2	10	6	4	6	1	2	1	0	2	0	0	0	0	0	0	0	0	0
20	6	5	2	8	6	9	0	0	0	0	1	1	280	0	0	0	0	0	0	0	0
21	2	2	0	0	1	0	0	0	0	725	0	4	235	22	0	0	0	0	0	0	0

Base Year 2014 IP HGV

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	0	5	0	1	0	0	0	1	0	0	0	1	9	0	0	0	9	0	1	0	0
2	8	0	3	6	2	0	0	0	0	0	0	0	8	0	0	0	3	0	0	0	0
3	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
4	0	1	1	10	36	1	2	1	1	0	1	0	4	0	0	2	1	0	1	0	0
5	0	4	2	31	3	0	1	0	1	0	1	3	15	6	0	1	6	0	5	0	0
6	0	0	0	1	0	0	0	0	0	0	0	2	1	1	0	0	1	0	0	0	0
7	1	0	0	3	1	0	18	6	15	2	2	0	27	1	0	4	46	0	0	0	0
8	0	0	0	1	0	0	6	1	2	3	0	0	21	1	0	1	13	0	0	0	0
9	0	0	0	2	1	0	16	2	24	6	10	0	20	0	0	16	31	0	0	0	0
10	0	0	0	2	1	0	4	3	6	369	8	15	7	34	0	0	10	0	0	0	0
11	2	0	0	3	2	0	3	0	9	5	5	0	7	0	0	12	8	0	0	0	0
12	0	4	0	2	1	0	0	0	0	11	0	6	19	37	0	0	1	0	0	0	1
13	4	9	1	4	7	0	44	31	22	51	5	14	24	282	0	8	67	0	0	80	60
14	4	1	0	2	2	0	0	3	0	29	3	47	204	1332	0	3	1	0	0	0	1
15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	4	0	0	0	0
16	0	0	0	1	1	1	8	1	18	0	19	0	23	2	0	627	0	0	0	0	0
17	6	4	0	2	2	0	54	14	29	5	7	1	93	1	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	4	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	1	0	0	0	0	0	1	80	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	151	0	2	74	15	0	0	0	0	0	0	0

Base Year 2014 PM Car Commuter

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	34	190	40	46	81	19	5	7	10	76	135	98	62	163	8	17	71	9	33	26	12
2	133	448	80	51	177	13	24	1	56	72	252	205	17	102	10	41	67	10	15	39	14
3	11	76	15	31	61	2	14	0	5	15	68	10	3	19	1	14	20	3	7	13	2
4	36	117	77	481	1669	76	66	138	78	36	120	113	167	84	4	121	86	4	51	50	6
5	69	169	61	1001	559	51	7	58	18	46	160	157	85	127	5	50	57	4	27	21	7
6	18	22	8	118	115	32	0	61	2	14	28	152	100	88	2	48	106	4	18	38	3
7	2	19	7	19	8	4	582	448	513	93	123	11	361	27	96	270	790	12	110	25	21
8	6	14	7	35	47	25	262	30	102	32	54	16	833	137	0	104	306	2	22	7	8
9	10	67	5	51	27	0	534	96	755	161	505	9	195	6	20	577	516	5	23	8	12
10	48	55	10	26	41	15	34	11	98	4302	238	148	102	1123	0	1	225	0	130	0	4
11	122	158	66	70	135	12	54	19	255	156	216	73	48	35	1	263	165	2	3	5	5
12	96	88	16	107	198	69	8	29	9	134	69	251	403	837	18	4	32	16	3	4	30
13	64	41	8	129	255	115	336	675	174	87	156	621	189	5016	3	1130	254	162	2	345	384
14	155	107	45	78	162	84	31	53	4	515	48	650	5116	16568	0	19	79	5	0	137	150
15	5	6	2	3	6	2	35	0	9	0	1	15	0	0	0	82	85	0	0	0	0
16	13	37	40	81	87	34	107	29	299	2	274	7	1058	22	186	9085	1	0	0	0	0
17	86	184	34	92	154	131	1059	418	590	245	341	94	205	90	238	5	1	0	0	0	0
18	5	7	5	3	5	3	72	32	28	0	1	133	573	35	0	0	0	0	0	0	0
19	18	40	60	150	88	14	83	28	35	193	2	7	3	3	373	0	0	0	0	0	0
20	15	29	32	91	52	27	35	25	18	0	9	13	669	425	0	0	0	0	0	0	0
21	7	9	3	5	9	3	5	2	5	1604	2	21	673	371	0	0	0	0	0	0	0

Base Year 2014 PM Car Business

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	0	5	2	3	3	1	0	0	0	3	3	2	1	2	0	0	0	0	1	0	0
2	1	28	5	4	10	1	2	0	2	3	11	15	1	6	0	1	1	0	0	2	1
3	0	4	1	2	3	0	1	0	0	1	2	1	0	1	0	0	0	0	0	1	0
4	0	8	6	29	94	5	6	9	5	2	7	8	13	6	0	4	8	0	2	1	0
5	1	11	4	71	35	3	1	6	1	2	7	7	5	7	0	2	2	0	1	0	0
6	0	1	1	8	13	2	0	2	0	0	1	6	1	2	0	0	1	0	1	0	0
7	0	2	1	3	1	0	36	28	24	12	9	0	147	1	5	38	122	0	22	4	2
8	0	2	0	2	3	0	15	2	8	3	5	0	96	11	0	13	43	0	6	1	1
9	0	2	1	1	0	0	32	8	45	24	30	0	79	0	8	64	69	0	8	2	3
10	0	1	1	3	3	0	5	2	12	489	22	16	31	158	0	0	61	0	16	0	5
11	1	5	5	7	8	1	6	3	17	17	9	2	35	0	0	33	31	0	0	0	0
12	1	4	1	7	9	2	0	6	0	17	3	10	77	60	4	0	2	0	0	0	5
13	0	1	0	6	4	0	191	129	68	134	61	118	27	1568	18	697	451	1	15	55	121
14	0	4	1	3	3	1	0	8	0	146	1	48	1052	2489	2	5	8	0	0	7	68
15	0	0	0	0	0	0	2	0	3	0	0	3	2	1	0	13	13	0	0	0	0
16	0	1	1	2	2	0	25	6	46	0	37	0	389	5	28	1050	1	0	0	0	0
17	0	3	1	6	2	1	192	73	80	147	61	7	508	24	52	2	0	0	0	0	0
18	0	0	0	0	0	0	2	1	1	0	0	4	14	1	0	0	0	0	0	0	0
19	0	1	0	3	2	0	27	8	8	30	0	0	18	2	18	0	0	0	0	0	0
20	0	1	2	1	0	0	3	2	2	0	0	1	38	17	0	0	0	0	0	0	0
21	0	0	0	0	0	0	1	0	1	198	0	3	57	59	0	0	0	0	0	0	0

Base Year 2014 PM Car Other

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	14	56	8	10	18	0	1	3	5	34	48	36	37	123	4	7	30	5	11	13	6
2	42	291	44	34	82	2	18	6	41	49	127	74	11	65	5	24	45	6	4	21	7
3	5	33	10	26	37	0	6	0	4	7	28	6	2	6	1	16	14	2	5	14	1
4	8	27	29	373	763	40	25	39	32	8	63	68	47	31	1	58	40	1	40	44	1
5	12	83	43	845	379	23	5	42	17	17	78	90	60	74	2	39	34	1	16	16	3
6	1	3	0	67	45	17	0	22	1	2	3	60	76	98	0	32	105	1	10	28	0
7	0	17	11	32	5	0	663	371	270	16	46	4	441	9	1	73	593	0	9	1	0
8	0	3	0	25	16	8	193	25	75	3	25	6	388	17	0	24	203	0	2	0	0
9	1	43	6	14	7	0	313	84	656	50	181	3	489	7	1	254	330	0	3	0	1
10	13	24	4	8	12	1	15	5	43	3783	150	106	9	272	0	1	40	0	3	0	7
11	25	85	22	30	50	1	43	18	139	131	214	28	79	19	0	296	142	0	5	3	1
12	14	45	7	47	77	23	3	7	2	103	29	138	377	486	2	5	17	1	2	2	2
13	3	9	1	29	42	30	485	485	397	13	100	334	169	3563	0	306	251	29	0	5	11
14	16	23	7	14	36	27	9	14	3	261	8	439	3414	14942	0	4	27	0	0	1	14
15	1	3	1	0	2	0	1	0	1	0	0	5	0	0	0	4	2	0	0	0	0
16	2	18	11	23	18	8	63	21	206	1	298	2	305	2	6	7629	2	0	0	0	0
17	4	38	7	34	27	42	676	261	339	38	167	23	112	27	5	2	0	0	0	0	0
18	1	3	3	0	1	0	2	1	1	0	0	4	9	1	0	0	0	0	0	0	0
19	2	5	5	19	15	3	11	4	4	4	2	3	1	0	7	0	0	0	0	0	0
20	4	11	9	21	6	7	1	2	1	0	4	6	10	8	0	0	0	0	0	0	0
21	2	4	1	1	2	0	0	0	1	752	1	3	16	21	0	0	0	0	0	0	0

Base Year 2014 PM LGV

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	6	18	4	38	18	0	1	7	2	6	19	30	9	32	1	1	7	1	9	3	1
2	23	34	25	20	44	5	9	3	13	12	53	40	6	21	2	10	16	2	2	7	2
3	2	18	2	8	9	0	2	0	2	2	10	3	0	2	0	5	3	1	0	4	0
4	20	19	16	86	347	18	35	15	27	5	32	34	74	18	1	28	38	0	5	12	1
5	20	53	15	164	51	16	10	7	16	13	41	37	24	35	2	24	13	1	3	10	2
6	2	10	0	26	18	1	0	9	0	1	2	24	18	48	0	9	31	0	3	8	0
7	0	10	5	38	5	0	138	135	106	20	34	2	176	1	0	46	298	0	2	0	0
8	0	1	0	16	5	6	54	7	24	4	8	3	136	6	0	10	90	0	0	0	0
9	0	13	3	45	7	0	109	17	175	46	121	2	87	3	0	163	187	0	1	0	0
10	3	7	1	10	7	2	11	7	35	2220	79	85	25	249	0	0	49	0	0	0	2
11	10	35	7	22	24	2	14	3	53	57	35	11	25	6	0	77	38	0	0	1	0
12	7	25	2	27	29	11	1	2	1	53	12	40	105	202	1	2	4	0	1	1	2
13	13	16	1	135	32	14	238	197	101	48	61	131	142	1841	0	36	267	2	0	200	233
14	30	7	2	17	15	12	1	16	0	170	2	163	1404	8191	0	1	3	0	0	0	10
15	0	1	0	1	1	0	5	0	1	0	0	5	0	0	0	3	2	0	0	0	0
16	0	8	5	28	9	3	51	8	144	0	105	1	171	0	0	3718	0	0	0	0	0
17	17	42	5	50	17	20	381	108	191	28	55	11	449	3	0	1	0	0	0	0	0
18	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	16	18	4	7	7	1	9	2	3	1	0	2	0	0	0	0	0	0	0	0	0
20	1	6	5	8	4	4	1	0	1	0	0	1	231	0	0	0	0	0	0	0	0
21	1	2	0	0	2	1	0	0	0	898	0	4	185	26	0	0	0	0	0	0	0

Base Year 2014 PM HGV

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	0	0	0	1	2	0	0	0	0	0	0	6	2	5	0	0	1	0	0	0	0
2	0	2	2	4	1	0	0	0	1	0	1	0	2	0	0	0	1	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	8	29	1	2	1	1	0	1	2	3	2	0	0	3	0	1	0	0
5	4	8	1	27	3	1	1	1	1	2	3	5	6	2	0	0	3	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
7	0	0	0	2	0	0	19	7	13	14	2	0	78	2	0	5	45	0	0	0	0
8	0	0	0	1	1	0	7	1	2	1	0	0	42	6	0	1	12	0	0	0	0
9	0	0	0	2	0	0	15	2	25	3	9	0	18	0	0	21	27	0	0	0	0
10	0	0	0	0	1	0	3	0	6	349	8	8	1	25	0	0	4	0	0	0	0
11	0	0	0	1	1	0	3	0	7	3	7	2	3	1	0	11	7	0	0	0	0
12	0	0	0	1	4	0	0	0	0	5	0	4	6	37	0	0	0	0	0	0	0
13	1	4	0	1	10	0	46	30	20	1	5	8	23	266	0	5	52	0	0	0	46
14	2	3	1	2	7	0	0	5	0	18	1	36	186	1261	0	3	0	0	0	0	21
15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	0	0	0	2	0	0	6	1	21	0	17	0	26	0	0	588	0	0	0	0	0
17	10	4	1	3	4	0	52	15	26	1	8	1	239	1	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	3	0	0	1	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	143	0	0	45	30	0	0	0	0	0	0	0

Appendix D. Future Year Matrices – NTEM Growth Scenario

NTEM 2021 AM Car Commuter DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	16	72	5	19	43	11	1	2	3	36	73	36	25	79	3	19	34	3	5	9	4
2	104	451	53	105	251	10	18	2	62	67	185	101	27	181	14	43	176	14	14	60	20
3	33	93	7	90	122	1	6	9	8	13	68	17	9	37	2	28	20	2	12	19	3
4	17	41	29	487	1150	154	15	34	60	12	64	161	99	55	2	118	76	3	112	102	2
5	39	159	40	1736	664	102	4	58	20	35	144	339	104	121	5	97	56	2	21	27	6
6	4	5	2	58	27	34	0	23	0	3	0	49	106	66	1	34	140	2	23	40	1
7	3	23	7	95	14	6	616	487	668	38	65	18	293	11	12	125	1221	80	89	37	7
8	8	4	1	101	38	52	349	31	56	11	12	37	605	45	0	21	417	23	25	17	1
9	3	46	3	94	13	0	498	48	881	105	283	15	165	2	18	309	711	35	39	23	7
10	70	54	10	50	71	13	101	19	188	4843	176	134	58	362	0	2	258	0	200	0	17
11	95	206	40	95	184	18	165	26	585	279	239	49	110	28	1	321	418	2	5	20	5
12	48	153	16	284	211	125	8	21	5	208	65	204	643	600	20	11	44	204	3	8	28
13	40	9	4	257	106	107	374	869	246	156	56	418	216	5923	0	1033	111	556	0	542	519
14	119	73	30	107	143	136	21	143	8	963	31	748	5468	18239	0	32	63	33	2	510	382
15	6	6	1	8	7	3	47	0	24	0	4	20	0	0	0	193	207	0	0	0	0
16	15	24	9	134	42	40	302	55	772	2	398	15	1235	20	89	10315	3	0	0	0	0
17	42	35	23	173	50	107	904	322	652	238	198	32	202	26	92	1	1	0	0	0	0
18	6	6	2	4	4	3	8	3	3	0	3	14	48	4	0	0	0	0	0	0	0
19	15	4	45	61	27	21	131	26	29	134	2	6	0	0	165	0	0	0	0	0	0
20	19	20	7	25	8	29	25	13	6	0	11	7	378	175	0	0	0	0	0	0	0
21	9	8	1	8	9	4	16	3	13	4850	1	40	439	155	0	0	0	0	0	0	0

NTEM 2021 AM Car Business DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	1	1	0	1	5	0	0	0	0	7	19	1	0	4	0	2	0	0	0	0	0
2	3	31	4	2	23	1	1	0	2	2	10	8	1	6	0	2	3	0	0	2	0
3	4	4	1	1	5	0	0	0	0	1	14	1	0	3	0	0	0	0	0	0	0
4	1	2	1	21	86	11	3	3	2	1	8	6	6	3	0	3	5	0	1	1	0
5	4	17	3	70	43	7	0	4	1	2	8	12	2	4	0	3	1	0	0	0	0
6	0	0	0	6	3	2	0	1	0	0	0	1	0	1	0	0	1	0	1	0	0
7	0	3	3	5	2	0	19	16	21	5	4	1	209	0	0	20	179	0	27	2	0
8	1	0	0	4	2	2	10	1	2	1	10	3	117	6	0	5	70	0	8	1	0
9	0	2	1	6	2	0	18	5	42	10	11	1	108	0	2	38	96	0	9	1	1
10	15	2	0	4	6	0	11	3	25	475	22	20	66	167	0	0	178	0	30	0	4
11	10	11	2	4	7	2	7	2	18	12	9	1	67	1	0	30	69	0	0	0	0
12	2	14	3	13	18	6	0	1	0	11	2	7	112	41	2	1	7	0	0	0	2
13	0	1	0	16	8	1	86	61	107	27	18	53	30	1221	2	259	120	0	19	13	14
14	1	9	1	12	11	2	0	8	0	137	0	52	1881	2609	2	9	20	0	1	6	49
15	0	0	0	1	1	0	3	0	5	0	1	6	5	2	0	28	39	0	1	0	0
16	4	1	0	9	4	0	36	9	60	0	44	1	842	6	9	1019	2	0	0	0	0
17	0	1	1	16	5	1	94	37	114	33	24	3	316	4	3	1	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
19	0	0	0	3	2	1	19	6	20	10	1	0	17	0	1	0	0	0	0	0	0
20	0	1	2	1	0	0	3	1	2	0	0	0	59	7	0	0	0	0	0	0	0
21	0	1	0	1	1	0	2	1	3	255	0	5	116	78	0	0	0	0	0	0	0

NTEM 2021 AM Car Other DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	21	245	16	15	31	6	2	5	6	38	82	28	69	71	4	9	64	4	12	11	5
2	100	488	34	39	146	11	11	4	52	51	129	74	29	128	8	24	65	8	5	31	11
3	12	72	10	22	88	3	2	4	4	19	48	13	3	21	1	18	9	1	6	8	1
4	11	53	34	283	1236	84	10	16	35	14	50	75	52	34	1	61	38	2	49	55	2
5	21	117	41	774	523	60	3	24	14	31	94	182	66	102	4	39	37	1	13	10	5
6	6	3	1	43	25	24	1	17	0	4	3	32	80	55	1	25	103	2	16	30	2
7	3	19	8	18	5	3	856	275	278	3	16	20	316	25	0	17	515	0	4	0	0
8	7	5	2	33	27	35	291	21	29	1	5	14	332	10	0	3	172	0	1	0	0
9	5	44	7	20	7	1	246	19	877	10	68	16	115	6	0	59	201	0	1	0	0
10	80	55	12	15	32	9	12	2	25	2767	121	180	5	151	0	2	30	0	0	0	3
11	99	210	48	41	162	11	35	7	162	97	285	46	53	28	1	239	129	1	2	6	1
12	89	164	12	148	196	92	9	12	5	153	71	280	303	477	5	6	34	43	2	6	8
13	162	33	6	44	178	108	240	199	104	3	34	178	138	2040	0	78	183	115	0	0	0
14	272	79	15	48	144	112	28	14	9	124	39	486	2563	10580	0	2	67	0	0	0	4
15	10	6	1	2	3	2	0	0	0	0	2	12	0	0	0	2	0	0	0	0	0
16	24	33	17	53	37	42	47	11	158	2	286	8	252	5	1	5626	2	0	0	0	0
17	150	50	20	32	100	110	393	118	185	11	72	31	393	55	0	1	1	0	0	0	0
18	10	6	5	2	2	3	0	0	0	0	1	8	0	0	0	0	0	0	0	0	0
19	34	12	26	48	42	21	7	2	2	0	3	7	0	0	0	0	0	0	0	0	0
20	28	20	14	41	14	39	0	1	0	0	5	2	1	0	0	0	0	0	0	0	0
21	13	8	2	3	4	3	0	0	0	571	0	22	1	9	0	0	0	0	0	0	0

NTEM 2021 AM LGV DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	10	28	1	21	13	2	0	1	1	6	17	9	22	19	1	1	34	1	7	4	2
2	36	29	16	38	81	7	4	3	12	10	59	36	14	32	2	14	41	2	8	10	3
3	3	39	1	19	24	1	1	1	1	2	8	5	1	10	1	13	4	0	4	5	1
4	16	28	9	88	305	41	20	17	20	4	24	23	80	9	0	22	29	0	13	11	0
5	22	65	13	404	50	19	7	7	11	17	33	43	25	27	5	23	15	0	6	4	6
6	0	3	0	18	8	1	0	5	0	1	1	10	23	13	0	10	21	0	3	7	1
7	1	11	4	37	5	1	167	108	123	21	17	2	204	1	0	49	330	0	2	0	0
8	0	1	1	16	5	9	88	9	24	2	4	2	150	7	0	9	107	0	0	0	0
9	3	17	2	36	8	0	112	26	274	29	78	2	132	2	0	144	262	0	1	0	0
10	8	12	1	16	8	3	25	14	72	2963	92	83	17	226	0	0	83	0	1	0	3
11	20	61	11	28	43	7	32	6	114	111	52	12	56	7	2	101	84	0	0	0	0
12	13	56	2	44	39	33	2	3	1	77	13	53	179	238	1	3	12	0	1	1	2
13	29	22	1	112	25	16	242	188	150	40	34	130	191	2411	0	39	301	3	0	190	180
14	70	24	2	34	47	20	1	26	3	280	10	288	1630	11016	0	2	6	0	0	0	42
15	1	2	0	1	1	1	9	0	4	0	0	7	0	1	0	3	4	0	0	0	0
16	2	7	3	33	19	13	95	18	257	0	153	1	168	1	0	5038	1	0	0	0	0
17	35	33	4	40	10	27	356	110	211	20	56	5	447	3	0	0	0	0	0	0	0
18	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	6	8	5	7	4	5	8	2	3	1	0	1	0	0	0	0	0	0	0	0	0
20	6	9	2	8	5	10	0	0	1	0	0	0	190	0	0	0	0	0	0	0	0
21	2	3	0	1	1	1	0	0	1	1217	0	6	200	25	0	0	0	0	0	0	0

NTEM 2021 AM HGV DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	4	11	0	3	1	0	0	0	0	0	0	3	12	5	0	0	12	0	0	0	0
2	0	1	0	13	8	14	0	0	1	0	3	2	12	4	0	0	12	0	3	0	0
3	0	0	0	5	2	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0
4	3	3	0	23	84	3	5	3	3	0	2	4	16	4	0	1	5	0	3	1	0
5	3	20	0	104	7	2	3	1	3	0	3	2	13	7	0	1	10	0	4	0	0
6	0	0	0	1	4	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
7	0	0	0	6	2	0	33	13	32	3	5	0	49	0	0	11	92	0	1	0	0
8	0	0	0	2	0	0	13	2	3	2	0	0	39	2	0	1	27	0	0	0	0
9	0	0	0	6	3	0	32	5	58	21	22	0	42	0	0	42	92	0	0	0	0
10	0	0	0	4	1	0	10	4	16	844	22	26	13	55	0	0	16	0	0	0	1
11	0	0	0	6	3	1	14	2	26	12	13	0	18	6	0	29	29	0	0	0	0
12	0	2	0	8	5	0	0	0	0	19	1	9	36	73	0	0	3	0	0	1	2
13	16	18	0	9	12	1	72	56	49	59	10	24	55	663	0	35	107	1	0	86	36
14	11	4	0	11	9	2	0	5	0	61	4	100	447	3165	0	10	1	0	0	0	64
15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3	0	0	0	0
16	0	0	0	4	3	1	34	5	78	0	40	0	57	9	0	1443	1	0	0	0	0
17	17	13	0	7	8	1	103	29	72	4	17	1	150	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	8	0	3	1	3	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	1	1	0	0	0	0	0	2	86	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	349	0	6	70	43	0	0	0	0	0	0	0

NTEM 2021 IP Car Commuter DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	12	28	9	10	34	5	1	0	3	23	31	40	20	76	3	7	37	3	7	10	4
2	104	156	26	38	64	4	8	0	14	30	96	47	14	45	5	23	56	5	6	20	7
3	14	21	6	17	33	0	1	0	0	5	8	7	2	7	1	4	6	1	5	4	1
4	19	34	17	255	748	44	9	19	30	7	47	82	39	28	1	59	46	1	26	50	1
5	19	32	33	596	277	42	3	24	9	8	58	126	59	48	1	32	41	2	29	27	2
6	5	1	1	33	20	28	1	18	0	2	4	66	55	32	1	19	84	0	15	25	1
7	2	4	2	8	2	0	184	89	163	26	22	7	97	20	49	39	277	9	31	7	2
8	8	1	1	11	12	9	86	7	21	4	6	10	205	20	0	10	92	2	6	2	1
9	2	15	2	20	2	0	157	19	265	41	111	3	48	2	7	115	158	6	7	4	2
10	76	30	7	11	17	2	20	3	32	1233	66	46	24	224	0	1	65	0	46	0	2
11	83	66	19	34	65	2	24	4	90	64	97	16	18	9	0	96	70	0	4	7	2
12	49	22	5	88	73	51	3	8	2	46	22	63	133	206	6	3	18	36	3	7	14
13	39	12	2	38	48	78	104	213	70	41	31	165	57	1466	0	318	59	125	0	125	367
14	142	17	11	26	61	67	15	16	3	182	15	205	1420	4582	0	8	44	8	0	73	78
15	11	3	0	1	2	1	42	0	2	0	0	5	0	0	0	32	46	0	0	0	0
16	8	21	4	47	14	13	35	8	100	1	92	4	313	12	40	2614	1	0	0	0	0
17	39	35	5	33	29	69	314	100	166	74	70	22	48	52	79	1	0	0	0	0	0
18	12	3	0	1	2	1	13	4	5	0	1	38	86	11	0	0	0	0	0	0	0
19	16	8	4	24	26	8	30	8	9	50	2	3	0	0	101	0	0	0	0	0	0
20	36	13	4	27	11	17	9	4	4	0	4	2	131	100	0	0	0	0	0	0	0
21	16	4	0	2	3	1	2	1	2	730	1	10	317	95	0	0	0	0	0	0	0

NTEM 2021 IP Car Business DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	1	4	2	18	22	3	0	0	0	3	5	12	2	12	0	0	2	0	1	1	0
2	11	10	1	4	4	0	2	0	1	1	5	2	0	2	0	0	1	0	0	1	0
3	2	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	4	6	1	14	54	3	4	3	4	1	2	4	6	2	0	3	8	0	1	1	0
5	8	3	2	57	29	2	2	2	1	0	4	8	3	2	0	2	3	0	1	0	0
6	1	0	0	3	2	2	0	0	0	0	1	3	0	0	0	0	1	0	1	0	0
7	0	0	1	4	1	0	36	16	23	6	3	1	127	1	4	14	132	0	14	1	1
8	3	0	0	2	1	0	13	1	4	1	0	0	69	3	0	3	38	0	3	0	0
9	0	1	0	5	1	0	30	7	44	7	8	1	77	0	4	33	73	0	5	1	1
10	7	1	0	3	2	0	9	1	9	587	19	17	38	125	0	0	78	0	14	0	3
11	11	3	1	3	5	0	4	1	13	12	7	1	29	0	0	24	29	0	0	0	0
12	6	1	0	12	6	2	0	0	0	11	2	6	50	38	2	0	2	0	0	0	3
13	2	0	0	15	5	0	125	73	89	127	31	52	38	1007	15	312	293	0	10	21	89
14	4	1	0	3	3	2	0	4	0	144	0	57	984	2603	1	2	8	0	0	3	55
15	1	0	0	0	0	0	8	0	2	0	0	5	3	1	0	11	26	0	1	0	0
16	1	0	0	5	1	0	22	5	52	0	32	1	352	1	10	1114	1	0	0	0	0
17	2	2	0	8	2	1	133	39	67	75	25	3	324	7	27	1	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	2	0	0	1	1	0	15	3	5	14	0	0	10	0	5	0	0	0	0	0	0
20	2	0	0	0	0	0	1	0	1	0	0	0	21	3	0	0	0	0	0	0	0
21	2	0	0	0	0	0	0	0	1	258	0	3	83	50	0	0	0	0	0	0	0

NTEM 2021 IP Car Other DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	32	79	21	15	32	15	3	4	8	57	81	44	165	150	8	11	160	8	33	23	11
2	133	377	40	51	126	7	12	3	39	75	168	74	18	78	8	32	63	8	8	28	11
3	30	39	14	38	67	1	2	2	2	18	38	11	6	23	2	7	16	2	13	7	2
4	22	50	44	492	1132	63	16	22	33	11	70	93	44	48	1	50	53	2	54	53	2
5	43	125	73	1187	545	58	6	22	10	21	90	147	108	116	2	27	74	2	31	25	2
6	9	4	4	40	59	26	0	27	0	3	7	67	101	83	1	27	127	2	20	36	2
7	7	14	4	17	5	2	735	236	305	27	28	12	444	27	4	36	566	0	7	0	0
8	3	3	2	19	31	31	209	17	45	3	9	13	363	15	0	9	179	0	2	0	0
9	10	57	3	34	11	0	316	50	682	27	138	8	265	4	1	171	315	0	2	0	0
10	83	79	6	14	26	3	29	4	33	3519	152	131	14	325	0	2	48	0	1	0	5
11	133	213	53	71	142	3	35	8	128	150	273	47	86	25	0	280	136	0	3	7	2
12	61	122	16	146	142	58	6	9	3	153	43	183	328	604	5	3	37	31	4	6	14
13	81	17	4	70	112	106	450	372	230	21	76	287	163	3096	0	206	411	83	1	135	37
14	173	87	20	49	86	91	22	18	4	382	20	517	3148	14117	0	3	69	0	0	1	15
15	12	7	1	1	3	1	3	0	0	0	0	7	0	0	0	3	1	0	0	0	0
16	29	47	12	78	41	26	55	14	191	2	286	8	326	4	3	6974	2	0	0	0	0
17	93	70	12	62	49	118	594	184	286	36	122	31	509	72	3	2	0	0	0	0	0
18	13	8	1	1	2	1	0	0	0	0	0	5	3	0	0	0	0	0	0	0	0
19	29	15	6	60	33	15	10	3	3	2	4	4	0	0	3	0	0	0	0	0	0
20	40	32	11	59	28	32	1	2	1	0	6	2	90	4	0	0	0	0	0	0	0
21	17	11	1	1	4	1	0	0	0	714	1	4	96	21	0	0	0	0	0	0	0

NTEM 2021 IP LGV DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	14	29	4	17	12	4	1	4	2	9	18	12	39	36	1	3	52	2	20	5	2
2	59	46	16	29	49	3	5	1	11	13	50	24	8	18	3	7	23	2	4	9	4
3	3	14	1	13	15	0	1	0	1	2	9	3	1	7	0	3	3	0	4	2	1
4	25	26	12	110	265	20	23	10	16	6	26	23	70	13	1	26	33	1	9	12	2
5	18	47	17	248	70	15	7	4	7	7	25	30	29	27	1	15	18	0	9	8	1
6	2	2	2	16	17	3	0	4	0	3	1	26	18	20	1	8	26	0	4	9	1
7	1	5	1	23	5	1	141	59	89	19	11	2	159	1	1	24	265	0	2	0	0
8	0	1	0	8	5	12	54	6	19	5	3	3	130	4	0	5	83	0	0	0	0
9	2	14	1	15	6	0	101	23	180	23	59	1	104	1	0	97	166	0	1	0	0
10	15	9	1	9	7	1	21	18	28	2105	63	63	33	206	0	0	84	0	1	0	2
11	30	44	12	23	30	1	14	3	48	99	44	8	31	4	0	67	40	0	0	1	0
12	26	28	4	21	29	14	2	2	1	46	10	41	105	193	1	2	11	0	2	1	2
13	43	18	1	86	33	21	238	173	97	128	29	100	136	1677	0	29	305	6	0	343	292
14	74	16	4	17	21	16	2	14	1	212	5	196	1251	7632	0	1	8	0	0	0	15
15	3	1	0	1	1	0	6	0	1	0	0	7	0	0	0	2	7	0	0	0	0
16	6	7	3	24	16	8	48	9	113	0	104	1	148	0	0	3552	0	0	0	0	0
17	54	29	4	26	16	33	319	89	143	57	36	10	450	5	1	1	0	0	0	0	0
18	3	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	11	14	3	12	7	5	8	1	2	1	0	3	0	0	0	0	0	0	0	0	0
20	11	6	3	10	7	10	0	0	1	0	1	2	332	0	0	0	0	0	0	0	0
21	4	2	0	0	1	0	0	0	0	859	0	5	278	26	0	0	0	0	0	0	0

NTEM 2021 IP HGV DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	0	7	0	1	1	0	0	1	0	0	1	2	14	0	0	0	13	0	1	0	0
2	13	0	3	6	2	0	0	0	0	0	0	0	9	0	0	0	3	0	0	0	0
3	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
4	0	1	1	11	38	1	2	1	1	0	2	0	4	0	0	2	1	0	1	0	0
5	0	4	2	33	3	0	1	0	1	0	1	3	16	6	0	1	6	0	5	0	0
6	0	0	0	1	0	0	0	0	0	0	0	2	1	1	0	0	1	0	0	0	0
7	2	0	0	3	1	0	19	7	16	2	2	0	29	1	0	4	50	0	0	0	0
8	0	0	0	1	0	0	7	1	2	3	0	0	22	1	0	1	14	0	0	0	0
9	1	0	0	2	2	0	17	2	26	6	10	0	21	0	0	17	33	0	0	0	0
10	0	0	0	2	1	0	4	3	7	395	9	16	8	36	0	0	10	0	0	0	0
11	4	0	0	3	2	0	3	0	10	5	5	0	8	0	0	13	8	0	0	0	0
12	1	4	0	2	1	0	0	0	0	12	0	7	20	39	0	0	1	0	0	0	1
13	7	9	1	4	7	0	47	33	23	55	5	15	26	302	0	9	71	0	0	86	65
14	7	1	0	2	2	0	0	3	0	30	3	50	217	1424	0	4	1	0	0	0	1
15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	4	0	0	0	0
16	0	0	0	1	1	1	8	1	20	0	21	0	24	2	0	670	0	0	0	0	0
17	11	4	0	2	2	0	57	15	31	5	7	1	99	1	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	6	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	1	0	0	0	0	0	1	86	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	162	0	2	79	16	0	0	0	0	0	0	0

NTEM 2021 PM Car Commuter DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	29	257	35	43	83	18	5	7	9	67	126	83	62	146	8	15	69	8	32	25	10
2	134	490	82	52	194	12	23	1	53	66	246	217	20	95	9	41	67	10	16	38	13
3	11	57	14	32	61	2	13	0	4	14	69	14	3	19	1	14	20	3	7	13	2
4	31	105	70	442	1580	78	63	133	65	33	118	266	166	72	4	110	81	4	44	45	5
5	69	140	58	980	602	54	13	67	20	45	167	210	100	119	5	50	63	4	27	21	6
6	15	17	6	107	130	33	0	61	1	12	25	152	92	73	2	43	97	4	17	34	3
7	2	20	7	20	10	4	579	424	497	92	127	13	382	26	95	278	830	11	111	24	21
8	5	8	6	36	45	25	233	26	89	30	52	18	792	120	0	99	289	2	20	6	7
9	10	73	4	51	28	0	545	92	725	163	512	14	212	6	20	585	532	5	23	7	12
10	50	101	11	29	48	17	34	12	93	4389	259	188	116	1155	0	2	248	0	140	0	5
11	115	187	62	73	119	14	53	19	243	148	229	75	52	31	1	282	163	2	3	5	4
12	87	82	18	142	288	72	22	36	17	137	68	196	422	775	19	8	39	16	7	5	30
13	67	52	8	133	302	129	357	690	179	88	167	652	199	5153	4	1251	268	165	2	358	396
14	150	138	42	78	183	85	28	52	4	492	45	649	5091	16366	0	19	78	5	0	124	146
15	5	9	2	3	6	2	34	1	8	0	1	17	0	0	0	82	84	0	0	0	0
16	13	47	41	83	86	37	106	28	284	2	292	15	1129	21	179	9196	1	0	0	0	0
17	91	196	35	101	196	152	1129	421	592	256	351	70	222	94	243	6	1	0	0	0	0
18	5	9	5	3	4	3	68	28	25	0	1	154	581	32	0	0	0	0	0	0	0
19	18	52	59	156	88	16	86	29	34	186	3	8	3	3	376	0	0	0	0	0	0
20	13	34	29	85	59	26	33	24	16	0	9	20	692	392	0	0	0	0	0	0	0
21	7	13	2	5	10	4	5	2	5	1563	2	24	733	353	0	0	0	0	0	0	0

NTEM 2021 PM Car Business DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	1	15	3	4	5	3	0	1	0	3	5	3	1	3	0	0	1	0	1	0	0
2	6	31	6	4	13	1	2	0	2	3	12	14	1	5	0	1	2	0	0	2	1
3	3	4	1	2	3	0	1	0	0	1	2	1	0	1	0	0	0	0	0	1	0
4	2	7	5	24	91	5	6	9	5	1	6	17	11	5	0	4	7	0	2	1	0
5	8	13	4	69	44	4	2	7	2	2	8	11	7	7	0	2	3	0	1	0	0
6	0	1	1	7	13	2	0	2	0	0	1	9	1	2	0	0	1	0	1	0	0
7	0	2	1	3	1	0	37	28	25	12	9	0	161	1	5	40	131	0	24	4	2
8	0	2	0	3	3	0	14	2	8	3	5	1	100	11	0	13	45	0	6	1	1
9	1	3	1	1	0	0	32	7	44	24	29	0	84	0	8	65	72	0	8	2	3
10	1	2	1	3	4	0	6	2	12	510	21	17	34	161	0	0	65	0	17	0	5
11	7	6	4	7	8	1	6	3	17	16	10	2	40	0	0	37	34	0	0	0	0
12	5	5	1	7	13	3	1	6	1	17	3	9	82	60	5	0	3	0	0	0	5
13	1	1	0	6	5	1	210	134	72	146	64	123	29	1683	20	761	478	1	16	58	130
14	1	4	1	3	4	1	0	8	0	148	1	47	1124	2564	2	5	8	0	0	7	68
15	0	0	0	0	1	0	2	0	3	0	0	3	2	1	0	13	13	0	0	0	0
16	0	1	1	2	2	0	26	6	46	0	37	1	425	5	28	1106	1	0	0	0	0
17	1	4	1	7	3	1	208	74	83	157	62	8	540	26	55	2	0	0	0	0	0
18	0	0	0	0	0	0	2	1	1	0	0	4	15	1	0	0	0	0	0	0	0
19	0	2	0	3	2	0	28	8	8	32	0	0	19	2	19	0	0	0	0	0	0
20	0	1	2	1	0	0	3	2	2	0	0	1	40	17	0	0	0	0	0	0	0
21	0	0	0	0	1	0	1	0	1	205	0	3	63	61	0	0	0	0	0	0	0

NTEM 2021 PM Car Other DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	13	65	7	10	19	0	1	3	5	34	46	38	38	124	4	7	31	5	11	13	6
2	50	353	52	38	109	3	20	8	54	58	142	97	12	68	6	28	51	7	4	24	9
3	5	33	11	31	36	0	7	0	4	8	27	7	3	6	1	16	15	3	5	14	1
4	9	28	29	369	765	46	25	39	31	9	71	96	51	33	1	58	43	1	41	45	1
5	14	73	44	889	439	28	6	49	19	21	93	113	70	85	2	44	40	2	19	19	3
6	1	2	0	70	53	21	0	23	1	2	3	58	81	98	0	32	109	1	10	28	0
7	0	16	11	30	6	1	694	374	276	17	48	5	491	9	1	75	646	0	9	1	0
8	0	2	0	26	21	9	188	24	71	3	24	7	398	17	0	24	205	0	2	0	0
9	1	47	6	14	7	0	318	82	647	51	182	3	505	8	1	251	345	0	3	0	1
10	15	38	4	8	15	1	17	5	46	4068	162	132	11	294	0	1	46	0	3	0	7
11	25	109	24	32	61	1	46	18	145	143	236	34	90	20	0	315	156	0	6	4	2
12	16	54	7	67	106	24	8	8	3	135	33	156	398	541	4	4	16	2	5	2	5
13	4	18	1	30	53	33	532	513	419	14	109	367	183	3853	0	330	276	31	1	5	12
14	17	38	7	14	40	29	9	14	2	272	8	469	3648	15831	1	4	28	0	0	1	14
15	1	4	0	0	2	0	1	0	1	0	0	6	0	0	0	4	2	0	0	0	0
16	2	24	12	25	21	9	70	22	219	1	323	3	356	2	6	8199	2	0	0	0	0
17	4	49	7	34	36	46	737	273	357	42	176	20	127	29	5	2	0	0	0	0	0
18	1	5	3	0	1	0	2	1	1	0	0	10	9	1	0	0	0	0	0	0	0
19	2	8	5	21	14	4	13	5	4	5	2	2	1	0	8	0	0	0	0	0	0
20	4	16	8	21	5	8	1	2	1	0	5	6	11	9	0	0	0	0	0	0	0
21	2	6	1	1	3	0	0	0	1	795	1	4	18	22	0	0	0	0	0	0	0

NTEM 2021 PM LGV DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	7	22	5	47	22	0	1	9	2	8	24	38	11	40	1	2	9	1	11	4	2
2	29	41	30	23	52	6	11	4	15	14	63	48	7	25	2	11	19	2	3	8	3
3	2	22	2	10	11	0	2	0	2	2	12	3	0	3	0	6	3	1	0	5	0
4	25	22	19	101	412	21	42	17	32	6	38	40	88	22	1	33	45	0	6	14	1
5	25	62	18	195	61	19	12	8	19	15	49	44	29	42	2	28	15	1	4	11	3
6	3	11	0	31	22	2	0	11	0	1	2	29	21	57	0	10	37	0	4	10	0
7	0	12	5	45	6	0	164	160	126	23	40	3	208	1	0	55	352	0	2	0	0
8	0	2	0	19	6	8	64	8	28	4	9	4	161	7	0	12	106	0	0	0	0
9	0	16	3	54	8	0	129	21	207	54	144	2	103	4	0	193	222	0	1	0	0
10	4	8	1	12	8	2	12	8	41	2629	93	100	30	295	0	0	58	0	0	0	2
11	13	41	9	26	28	2	17	3	63	68	41	13	30	7	0	91	45	0	0	1	0
12	9	30	2	32	34	13	1	3	1	63	14	47	125	239	1	3	5	0	1	1	2
13	17	19	1	160	38	17	282	233	120	57	72	156	168	2180	0	42	316	2	0	237	276
14	38	8	2	20	18	14	1	19	1	202	2	193	1662	9700	0	1	3	0	0	0	12
15	1	2	0	1	1	0	6	0	2	0	0	6	0	0	0	3	3	0	0	0	0
16	1	9	6	33	10	4	60	9	170	0	124	1	202	0	0	4403	1	0	0	0	0
17	22	50	6	59	20	23	451	128	227	33	65	13	532	3	0	1	0	0	0	0	0
18	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	20	21	5	8	9	2	10	2	4	1	0	2	0	0	0	0	0	0	0	0	0
20	2	7	6	9	5	4	1	0	1	0	1	1	273	0	0	0	0	0	0	0	0
21	1	2	0	1	2	1	0	0	1	1064	0	5	220	30	0	0	0	0	0	0	0

NTEM 2021 PM HGV DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	0	0	0	1	3	0	0	0	0	0	0	7	2	6	0	0	1	0	0	0	0
2	0	2	2	4	1	0	0	0	1	0	1	0	2	0	0	0	1	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	8	31	1	2	1	1	0	1	2	3	2	0	0	3	0	1	0	0
5	5	9	1	29	3	1	1	1	1	2	4	6	6	2	0	1	4	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
7	0	0	0	2	0	0	21	7	14	15	2	0	84	2	0	5	48	0	0	0	0
8	0	0	0	1	1	0	7	1	2	1	0	0	44	6	0	1	13	0	0	0	0
9	0	0	0	2	0	0	16	2	26	3	9	0	19	0	0	23	29	0	0	0	0
10	0	0	0	0	1	0	3	0	7	373	8	9	1	26	0	0	4	0	0	0	0
11	0	0	0	1	1	0	3	0	7	4	7	3	3	1	0	12	8	0	0	0	0
12	0	0	0	1	4	0	0	0	0	6	0	4	7	40	0	0	0	0	0	0	0
13	1	5	0	1	11	0	49	33	21	2	5	9	24	284	0	6	55	0	0	0	49
14	2	3	1	2	7	0	0	5	0	19	1	39	198	1347	0	3	0	0	0	0	22
15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
16	0	0	0	2	0	0	7	1	22	0	18	0	28	0	0	628	0	0	0	0	0
17	11	4	1	3	5	0	56	16	28	1	8	1	255	1	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	3	0	0	1	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	153	0	0	49	32	0	0	0	0	0	0	0

NTEM 2036 AM Car Commuter DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	16	88	4	16	40	10	1	2	3	33	66	32	23	70	2	17	33	3	5	8	3
2	145	693	53	96	256	13	19	2	64	71	197	100	29	190	15	42	195	15	14	63	20
3	37	104	6	78	117	2	6	7	7	12	70	15	8	32	2	23	18	2	11	15	3
4	20	47	28	448	1145	164	15	33	56	12	67	155	98	51	2	111	78	3	110	98	2
5	50	222	41	1718	782	111	4	60	21	38	151	379	115	128	5	98	63	2	23	27	7
6	5	5	2	53	29	36	0	21	0	3	1	47	106	62	1	32	149	2	24	38	1
7	3	34	7	99	27	7	655	466	666	39	68	20	307	11	12	122	1317	73	95	36	6
8	8	3	0	87	42	52	326	26	48	10	14	33	564	38	0	18	403	18	24	15	1
9	3	56	2	80	21	0	463	39	756	87	245	15	150	3	15	262	710	27	39	20	5
10	86	74	9	44	71	16	96	16	164	5188	174	139	64	355	0	2	261	0	213	0	15
11	97	241	37	190	260	25	166	28	541	251	236	83	114	38	2	360	468	3	23	47	6
12	59	166	17	329	242	140	8	23	6	306	79	291	740	733	28	13	74	280	5	12	40
13	57	11	4	280	145	136	426	909	271	177	65	445	233	6364	0	1133	135	578	0	609	566
14	163	79	31	111	158	159	22	142	9	1029	46	811	5767	19449	0	33	71	32	2	532	394
15	8	7	1	8	8	3	53	0	24	0	5	24	0	0	0	196	231	0	0	0	0
16	20	44	9	146	59	47	358	57	833	2	441	19	1415	22	98	11085	4	0	0	0	0
17	56	48	23	186	76	124	1013	324	681	256	212	40	218	26	97	1	1	0	0	0	0
18	8	7	2	4	4	4	9	3	3	0	5	16	52	4	0	0	0	0	0	0	0
19	19	4	45	63	34	23	147	26	30	146	4	8	0	0	175	0	0	0	0	0	0
20	22	25	7	25	9	30	29	13	6	0	20	9	415	185	0	0	0	0	0	0	0
21	11	10	1	8	10	5	19	4	13	5187	2	48	492	165	0	0	0	0	0	0	0

NTEM 2036 AM Car Business DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	1	4	0	2	10	1	0	0	0	11	25	3	0	8	0	3	0	0	0	0	0
2	7	42	5	2	29	1	1	0	3	3	10	8	1	8	1	3	4	0	0	3	1
3	5	4	0	1	5	0	0	0	0	1	15	0	0	2	0	0	0	0	0	0	0
4	2	2	1	12	75	8	3	3	2	0	10	6	6	2	0	2	4	0	1	1	0
5	5	24	4	68	65	10	1	4	0	2	9	16	3	5	0	3	1	0	0	0	0
6	0	1	0	5	4	2	0	1	0	0	0	2	0	1	0	0	1	0	1	0	0
7	0	3	3	4	3	0	19	15	20	4	5	1	219	0	0	20	194	0	29	2	0
8	1	0	0	3	3	2	9	1	2	0	17	2	109	5	0	4	68	0	8	1	0
9	0	3	1	4	4	0	17	4	38	9	10	1	105	0	2	36	98	0	10	1	1
10	24	2	0	3	7	0	11	3	24	512	21	23	73	178	0	0	198	0	34	0	4
11	13	13	3	5	15	2	7	2	16	11	9	3	65	2	0	32	71	0	0	2	0
12	3	15	3	12	23	8	0	1	0	13	3	11	120	45	3	1	9	0	0	0	2
13	1	1	0	13	12	1	95	65	109	30	19	57	32	1338	2	289	135	0	21	14	16
14	1	8	1	9	14	2	0	8	0	146	0	58	2038	2797	2	9	23	0	1	6	53
15	0	0	0	0	1	0	3	0	5	0	2	8	5	2	0	29	43	0	1	0	0
16	7	1	1	7	7	0	39	9	60	0	48	1	929	6	10	1101	3	0	0	0	0
17	1	3	1	12	12	1	104	39	114	36	30	4	345	4	4	1	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
19	1	0	0	3	4	1	21	6	20	11	3	0	19	0	1	0	0	0	0	0	0
20	1	2	2	0	0	0	3	1	2	0	0	0	65	8	0	0	0	0	0	0	0
21	0	1	0	1	1	0	2	1	3	275	0	6	127	83	0	0	0	0	0	0	0

NTEM 2036 AM Car Other DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	24	651	17	16	45	7	2	5	8	44	108	39	81	77	4	10	76	4	13	11	6
2	201	997	46	75	264	20	19	4	75	74	194	121	59	285	11	37	100	10	8	38	15
3	13	67	9	19	106	3	2	3	3	19	67	30	3	19	1	15	8	1	5	7	1
4	13	63	36	297	1408	97	12	16	40	16	101	125	62	36	1	64	45	2	51	53	2
5	29	146	48	910	684	80	4	31	17	40	149	260	91	130	4	46	50	1	16	11	6
6	9	3	1	59	36	27	1	21	0	5	3	41	128	86	2	34	160	2	20	38	2
7	3	18	9	18	5	4	1016	289	308	6	19	20	360	26	0	17	587	0	4	0	0
8	7	4	2	29	25	32	285	18	25	1	8	13	317	9	0	3	166	0	1	0	0
9	5	34	6	16	6	1	239	16	789	13	59	15	107	8	0	48	200	0	1	0	0
10	108	75	13	18	40	12	16	3	32	3495	148	294	10	184	0	2	47	6	5	0	6
11	112	225	47	98	240	20	40	11	164	119	295	76	67	42	1	256	150	1	11	16	2
12	107	191	13	196	251	109	9	15	6	253	105	435	393	611	9	10	51	91	3	8	14
13	209	42	6	52	223	134	321	232	126	16	54	228	163	2353	0	86	221	128	0	0	0
14	356	88	15	52	182	132	34	16	12	203	78	696	2974	12223	0	2	81	0	0	0	5
15	12	9	2	2	4	3	0	0	0	1	2	21	0	0	0	2	0	0	0	0	0
16	33	66	21	62	51	56	65	13	202	3	354	14	335	6	1	6603	2	0	0	0	0
17	188	57	22	34	116	128	487	130	220	18	87	43	459	59	0	1	1	0	0	0	0
18	12	8	5	2	2	4	0	0	0	1	1	16	0	0	0	0	0	0	0	0	0
19	43	12	27	53	53	25	10	2	2	2	8	12	0	0	0	0	0	0	0	0	0
20	33	30	14	41	16	42	0	1	0	0	9	4	1	0	0	0	0	0	0	0	0
21	18	12	2	3	5	4	0	0	1	664	1	44	2	10	0	0	0	0	0	0	0

NTEM 2036 AM LGV DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	15	42	1	32	19	2	1	1	2	9	26	14	34	29	2	1	52	2	11	6	3
2	57	39	21	50	108	10	5	4	16	13	79	48	19	43	3	19	54	3	11	14	4
3	4	51	2	25	32	2	1	1	2	3	11	6	2	13	1	17	6	1	5	7	1
4	25	37	12	117	405	55	26	22	26	6	31	30	107	13	0	30	39	0	17	14	1
5	35	86	17	537	68	25	10	9	15	23	44	57	33	36	6	30	19	1	9	6	8
6	0	4	0	24	10	2	0	7	0	2	2	13	30	17	1	13	28	0	4	10	1
7	1	14	5	49	7	2	222	143	164	27	22	3	272	1	0	65	439	0	3	0	0
8	0	2	1	22	7	11	117	13	32	3	5	2	200	9	0	12	142	0	1	0	0
9	5	23	3	48	10	1	149	35	364	38	104	3	176	2	0	192	348	0	1	0	0
10	13	16	2	21	11	5	34	18	96	3940	123	110	23	300	0	0	110	0	1	0	3
11	32	81	15	38	57	10	42	9	152	148	69	16	74	10	2	134	112	0	0	1	0
12	21	74	3	59	52	44	3	4	1	102	17	71	238	317	1	4	16	0	1	1	3
13	45	29	1	149	33	21	321	249	199	54	45	172	255	3206	0	52	400	4	1	252	239
14	109	32	3	45	62	27	2	35	4	372	13	383	2167	14650	0	3	7	0	0	0	56
15	2	3	0	1	1	1	12	0	5	0	0	9	0	1	0	5	5	0	0	0	0
16	4	9	4	44	26	17	126	23	342	0	204	1	223	1	1	6701	2	0	0	0	0
17	55	44	5	54	14	35	473	146	281	27	75	7	595	3	0	1	0	0	0	0	0
18	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	9	11	6	10	5	6	11	3	4	1	0	2	0	0	0	0	0	0	0	0	0
20	9	12	3	11	7	13	1	0	1	0	1	1	253	0	0	0	0	0	0	0	0
21	3	4	0	1	1	1	0	0	2	1618	0	7	266	34	0	0	0	0	0	0	0

NTEM 2036 AM HGV DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	6	14	0	4	2	0	0	0	0	0	0	4	16	7	0	0	16	0	0	0	0
2	1	1	0	15	10	16	0	0	1	0	3	3	14	4	0	1	14	0	3	0	0
3	0	0	0	6	3	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0
4	4	3	0	27	96	4	6	3	4	0	3	5	19	4	0	2	6	0	4	1	0
5	4	23	0	120	8	2	3	1	3	0	3	2	15	8	0	1	12	0	4	0	0
6	0	0	0	2	4	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
7	0	0	0	7	2	0	38	15	37	3	6	0	56	0	0	12	105	0	1	0	0
8	0	0	0	3	0	0	15	2	4	3	0	0	45	3	0	1	31	0	0	0	0
9	0	0	0	7	3	0	36	5	66	25	25	0	49	0	0	48	105	0	1	0	0
10	0	0	0	5	1	0	12	4	18	971	26	30	15	64	0	0	18	0	0	0	1
11	0	0	0	7	4	1	17	2	30	14	15	0	21	7	0	33	33	0	0	0	0
12	0	3	0	9	6	0	0	0	0	22	1	11	42	84	0	0	3	0	0	1	2
13	22	20	0	10	14	1	83	64	56	68	11	28	63	762	0	40	123	2	0	98	42
14	15	4	0	12	10	2	0	6	0	71	5	115	515	3641	0	12	2	0	0	0	73
15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	4	0	0	0	0
16	0	0	0	4	4	1	39	6	90	0	46	0	66	10	0	1659	2	0	0	0	0
17	23	15	0	8	9	1	118	34	83	4	19	1	172	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	10	0	3	1	4	0	3	1	1	0	0	1	0	0	0	0	0	0	0	0	0
20	0	0	0	0	1	1	0	0	0	0	0	2	99	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	401	0	7	80	50	0	0	0	0	0	0	0

NTEM 2036 IP Car Commuter DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	14	34	10	11	44	6	1	0	4	27	36	50	25	89	3	8	44	4	9	12	5
2	140	184	27	39	70	4	8	0	15	33	102	51	16	45	5	22	63	6	6	22	7
3	17	21	7	16	35	0	0	0	0	4	8	8	2	6	0	4	6	1	5	4	1
4	23	35	17	245	762	42	8	18	27	6	65	90	39	26	1	56	46	1	26	49	1
5	26	36	34	618	309	44	3	24	8	8	76	140	65	49	1	32	45	2	31	29	2
6	6	1	1	32	20	26	1	17	0	2	4	65	54	29	1	18	83	0	15	24	1
7	2	4	2	9	2	0	193	88	163	26	24	8	105	20	51	40	299	9	33	8	2
8	10	1	1	11	12	8	83	6	18	3	6	9	202	18	0	9	92	1	6	2	1
9	3	14	1	19	2	0	155	17	246	36	105	3	49	2	6	107	163	5	8	4	2
10	105	34	6	11	18	3	19	2	28	1334	67	56	28	229	0	1	68	0	50	0	2
11	97	68	19	55	83	4	26	5	89	60	97	22	21	11	0	112	85	0	8	13	2
12	63	23	4	95	86	52	3	8	2	63	26	88	151	242	8	3	24	48	5	9	19
13	58	15	2	42	58	86	120	231	77	46	37	192	63	1588	0	355	67	130	0	141	394
14	201	19	11	27	70	68	15	16	4	193	18	238	1484	4868	0	8	45	8	0	74	79
15	16	3	0	1	2	1	45	0	2	0	0	6	0	0	0	33	50	0	0	0	0
16	11	25	4	51	16	14	39	9	106	1	110	4	359	13	44	2801	1	0	0	0	0
17	56	43	6	36	35	76	351	106	176	80	80	27	53	57	86	1	0	0	0	0	0
18	16	3	0	1	2	1	14	4	5	0	1	50	90	11	0	0	0	0	0	0	0
19	23	9	4	26	30	9	33	8	9	53	3	3	0	0	107	0	0	0	0	0	0
20	50	15	4	29	12	18	9	4	4	0	6	3	145	107	0	0	0	0	0	0	0
21	23	5	0	2	3	1	2	1	2	769	1	13	354	100	0	0	0	0	0	0	0

NTEM 2036 IP Car Business DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	2	6	4	25	47	6	0	0	0	7	9	27	5	24	1	0	5	0	1	1	1
2	27	17	2	3	7	0	2	0	1	1	9	2	0	2	0	1	2	0	0	1	0
3	4	2	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	4	5	0	4	40	2	3	2	3	0	2	2	5	1	0	2	6	0	0	0	0
5	28	3	3	63	58	3	3	3	2	0	6	14	5	3	0	2	5	0	1	0	0
6	2	0	0	2	3	2	0	0	0	0	1	3	0	0	0	0	1	0	1	0	0
7	0	0	0	3	1	0	39	16	24	6	3	1	139	1	4	15	146	0	15	1	1
8	4	0	0	1	3	0	13	1	4	1	0	0	69	3	0	3	39	0	3	0	0
9	0	1	0	3	2	0	30	6	43	6	8	1	79	0	4	33	76	0	5	1	1
10	13	1	0	2	2	0	9	1	9	639	19	19	42	135	0	0	86	0	15	0	3
11	16	6	1	3	9	0	5	2	12	11	7	1	29	0	0	25	31	0	0	1	0
12	10	2	0	10	13	2	0	1	0	12	3	10	52	43	2	0	2	0	0	0	3
13	3	1	0	11	7	0	138	76	94	142	32	55	42	1106	16	347	323	0	11	23	99
14	8	3	0	2	4	2	0	4	0	155	0	61	1075	2826	1	2	9	0	1	4	59
15	2	0	0	0	0	0	9	0	2	0	0	5	3	1	0	12	29	0	1	0	0
16	2	1	0	4	2	0	23	5	55	0	33	1	391	1	10	1216	2	0	0	0	0
17	3	4	0	6	3	1	148	41	72	83	27	3	355	7	30	1	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	3	1	0	1	1	0	17	4	6	15	0	0	11	0	5	0	0	0	0	0	0
20	3	1	0	0	0	0	2	0	1	0	0	0	23	3	0	0	0	0	0	0	0
21	3	0	0	0	0	0	0	0	1	281	0	3	91	54	0	0	0	0	0	0	0

NTEM 2036 IP Car Other DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	45	160	26	21	49	21	5	5	13	81	104	62	240	209	10	15	229	10	46	28	14
2	248	609	46	86	168	14	20	3	46	122	228	108	29	121	14	47	89	13	11	46	20
3	40	49	14	39	72	1	3	2	1	19	36	12	6	23	1	7	17	2	13	7	2
4	31	66	43	538	1303	83	18	22	30	12	115	118	51	53	1	51	60	2	59	53	2
5	65	220	75	1341	660	75	6	24	10	24	141	175	133	137	2	29	89	2	36	27	2
6	13	13	5	48	83	32	0	29	0	4	12	92	136	110	1	28	165	2	23	38	2
7	10	16	5	19	6	3	876	245	306	32	30	13	540	30	4	39	674	0	8	0	0
8	4	2	2	19	32	33	216	15	39	3	12	12	380	15	0	8	186	0	2	0	0
9	14	68	3	34	12	0	346	47	628	28	130	9	295	5	1	167	354	0	3	0	0
10	124	110	6	15	31	5	33	4	30	4279	163	192	18	381	0	2	57	0	2	0	6
11	180	266	55	112	193	6	42	10	123	168	284	61	105	33	0	312	166	0	8	15	3
12	83	165	15	165	168	69	7	9	4	173	46	255	384	667	3	4	49	7	5	7	5
13	124	25	4	83	145	153	557	403	242	26	91	353	193	3675	0	229	494	93	1	151	43
14	255	132	21	55	104	119	25	18	5	453	24	654	3691	16584	0	3	81	0	0	1	16
15	17	10	1	1	3	1	4	0	0	0	0	11	0	0	0	3	1	0	0	0	0
16	48	69	13	98	55	37	74	16	213	3	348	11	441	6	3	8353	2	0	0	0	0
17	140	103	13	72	60	158	723	196	301	45	133	40	613	86	3	2	1	0	0	0	0
18	17	10	1	1	3	1	0	0	0	1	0	10	3	0	0	0	0	0	0	0	0
19	41	20	6	66	38	18	12	3	3	3	10	7	1	0	3	0	0	0	0	0	0
20	56	40	10	64	32	38	1	2	1	0	11	3	101	4	0	0	0	0	0	0	0
21	26	15	1	1	5	2	0	0	0	844	1	6	117	24	0	0	0	0	0	0	0

NTEM 2036 IP LGV DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	25	51	6	29	21	7	2	8	3	16	32	21	69	63	3	5	90	3	35	9	4
2	108	62	22	39	65	3	7	1	15	17	67	32	10	23	3	10	30	3	6	12	5
3	6	19	2	17	20	1	1	1	1	3	12	4	1	10	1	3	4	0	5	3	1
4	45	34	16	147	352	27	31	14	21	8	35	30	93	17	2	34	44	1	12	17	3
5	32	62	23	329	94	20	9	6	10	9	33	39	38	36	1	21	24	1	12	11	2
6	3	3	2	22	23	4	0	6	0	4	2	35	24	26	1	11	34	0	6	12	2
7	1	7	2	30	6	1	187	79	119	26	15	3	211	2	1	31	352	0	2	0	0
8	0	1	0	11	6	16	71	7	26	6	4	4	173	6	0	7	111	0	0	0	0
9	4	19	1	19	9	0	135	30	239	30	78	2	138	2	0	129	221	0	1	0	0
10	27	12	1	12	9	1	28	24	38	2800	84	83	44	274	0	0	112	0	1	0	2
11	55	59	16	31	40	2	18	4	64	132	59	11	41	6	0	89	53	0	1	1	0
12	48	38	5	28	39	19	3	2	1	61	14	54	139	257	1	2	15	0	3	2	3
13	79	24	2	114	44	28	317	230	129	170	38	133	181	2230	0	39	406	8	0	457	388
14	134	22	6	22	29	22	3	18	1	283	7	260	1664	10150	0	1	10	0	0	0	19
15	5	2	0	1	1	0	8	0	2	0	0	10	0	0	0	3	9	0	0	0	0
16	10	9	4	31	21	10	64	12	150	0	138	1	196	1	0	4724	1	0	0	0	0
17	97	39	5	35	22	43	424	118	190	76	48	14	599	6	1	1	0	0	0	0	0
18	6	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	20	19	3	16	10	7	10	2	3	2	1	4	0	0	0	0	0	0	0	0	0
20	19	8	4	13	9	14	1	0	1	0	1	2	442	0	0	0	0	0	0	0	0
21	7	3	0	1	2	0	0	0	1	1142	0	7	370	35	0	0	0	0	0	0	0

NTEM 2036 IP HGV DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	0	11	0	2	1	0	0	2	0	0	1	3	22	0	0	0	20	0	1	0	0
2	21	0	3	7	2	0	0	0	0	0	0	0	10	0	0	0	3	0	0	0	0
3	0	1	0	2	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
4	1	1	1	13	44	1	2	1	1	0	2	0	5	0	0	2	2	0	1	0	0
5	0	5	2	38	4	0	1	0	1	0	1	4	18	7	0	1	7	0	6	1	0
6	0	0	0	1	0	0	0	0	0	0	0	2	1	1	0	0	1	0	0	0	0
7	3	0	0	3	1	0	22	8	19	3	3	0	33	1	0	5	57	0	0	0	0
8	0	0	0	1	0	0	8	1	2	3	0	0	25	1	0	1	16	0	0	0	0
9	1	0	0	3	2	0	20	3	30	7	12	0	25	0	0	19	38	0	0	0	0
10	0	0	0	2	1	0	4	3	8	454	10	18	9	42	0	0	12	0	0	0	0
11	6	0	0	4	2	0	3	0	11	6	6	0	9	0	0	15	9	0	0	0	0
12	1	5	0	2	1	0	0	0	0	14	0	7	23	45	0	0	2	0	0	0	1
13	12	11	1	5	8	0	54	38	27	63	6	17	29	347	0	10	82	0	0	98	74
14	11	1	0	2	2	0	0	3	0	35	3	58	250	1638	0	4	1	0	0	0	1
15	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	4	0	0	0	0
16	0	0	0	1	1	1	10	1	23	0	24	0	28	2	0	771	0	0	0	0	0
17	17	5	0	3	3	0	66	17	35	6	8	1	114	1	1	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	10	0	1	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	1	0	0	0	0	0	1	99	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	186	0	3	91	19	0	0	0	0	0	0	0

NTEM 2036 PM Car Commuter DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	25	269	31	43	88	18	5	7	11	67	115	81	67	148	8	15	72	8	32	25	10
2	157	701	112	70	250	11	33	1	57	79	292	296	36	139	11	48	90	12	27	44	15
3	10	56	11	28	57	2	12	0	4	12	58	13	3	17	1	13	19	3	6	12	1
4	25	99	56	411	1507	74	70	121	55	30	185	279	184	65	4	104	83	3	40	39	4
5	67	144	53	984	691	57	26	71	24	46	212	229	135	122	5	53	74	4	31	20	6
6	14	16	6	110	153	36	0	57	3	12	41	180	120	83	2	50	116	4	18	37	3
7	2	19	6	20	12	4	605	407	471	92	129	13	424	27	99	295	895	12	115	24	21
8	4	6	5	33	42	21	206	21	69	25	49	20	739	105	0	88	266	2	17	5	6
9	9	63	3	43	27	0	508	77	602	137	448	14	208	6	17	531	518	4	21	6	10
10	47	107	9	28	50	17	33	11	77	4631	252	257	128	1171	0	2	262	0	146	0	5
11	106	197	67	78	136	14	53	25	204	147	236	84	59	38	1	284	167	3	5	8	5
12	78	82	16	138	309	72	25	37	18	156	75	266	447	808	22	9	54	19	9	7	34
13	67	55	8	138	347	136	399	706	180	101	200	797	215	5498	4	1400	297	174	2	389	423
14	138	140	36	76	195	81	26	47	5	504	53	759	5224	17068	0	19	78	5	0	120	146
15	4	9	1	3	7	3	35	1	7	0	2	23	0	0	0	83	89	0	0	0	0
16	12	50	39	84	95	39	113	28	268	2	354	20	1269	23	186	9680	1	0	0	0	0
17	90	199	33	108	231	166	1251	432	612	271	408	107	245	105	259	7	1	0	0	0	0
18	4	10	4	3	5	3	68	25	22	0	3	217	589	32	0	0	0	0	0	0	0
19	17	55	52	161	97	17	93	29	35	199	21	12	4	3	393	0	0	0	0	0	0
20	12	35	26	83	65	26	35	23	16	0	28	27	742	410	0	0	0	0	0	0	0
21	6	13	2	5	10	4	5	2	4	1610	5	34	810	365	0	0	0	0	0	0	0

NTEM 2036 PM Car Business DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	1	23	3	4	7	3	0	1	0	3	6	3	2	3	0	0	1	0	1	1	0
2	9	43	5	4	21	2	2	0	2	3	13	15	1	5	0	1	2	0	0	2	1
3	4	5	1	1	4	0	1	0	0	1	2	1	0	1	0	0	0	0	0	1	0
4	2	6	4	16	83	4	4	7	3	1	11	18	9	4	0	3	6	0	1	1	0
5	14	19	4	65	64	5	5	8	3	2	14	15	11	7	0	3	6	0	2	0	0
6	1	1	1	5	15	2	0	2	0	0	3	11	1	1	0	0	1	0	1	0	0
7	0	2	1	3	2	0	39	28	25	13	9	1	176	2	5	43	145	0	26	4	3
8	0	1	0	2	3	0	15	2	7	3	7	1	105	11	0	13	46	0	6	1	1
9	1	3	0	1	0	0	32	7	40	23	27	1	86	0	7	65	74	0	8	2	3
10	2	3	1	2	6	1	6	2	11	554	21	21	38	174	0	0	71	0	19	0	5
11	10	8	8	8	11	1	6	5	15	17	11	5	41	2	0	39	37	0	0	0	0
12	8	6	1	6	18	3	1	5	1	20	3	13	88	66	5	0	4	0	0	0	6
13	1	2	0	6	7	1	228	138	72	163	64	138	32	1844	22	837	522	1	17	64	143
14	2	6	1	3	5	2	0	8	0	158	3	55	1219	2768	2	6	9	0	1	8	73
15	0	0	0	0	1	0	2	0	2	0	0	4	2	1	0	14	14	0	1	0	0
16	1	2	1	2	3	0	27	7	45	0	39	2	470	6	31	1201	2	0	0	0	0
17	2	5	1	6	4	2	229	77	84	173	64	11	591	29	61	2	0	0	0	0	0
18	0	0	0	0	0	0	2	1	1	0	1	4	16	1	0	0	0	0	0	0	0
19	0	2	0	2	4	0	31	8	8	35	0	0	22	2	21	0	0	0	0	0	0
20	1	1	1	1	0	0	3	2	2	0	1	1	44	18	0	0	0	0	0	0	0
21	0	0	0	0	1	0	1	0	1	222	0	3	69	65	0	0	0	0	0	0	0

NTEM 2036 PM Car Other DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	14	103	6	10	23	0	1	2	4	34	45	37	39	122	4	7	31	4	10	12	6
2	60	782	51	61	132	8	24	6	61	76	170	104	13	103	8	34	52	9	4	30	12
3	5	56	8	30	38	0	7	0	3	7	26	8	2	7	1	13	13	2	4	12	1
4	9	57	24	371	824	119	21	31	22	8	92	99	49	30	1	54	41	1	41	43	1
5	18	87	42	984	530	72	6	42	16	23	134	128	78	95	2	48	45	2	21	21	3
6	1	2	0	82	76	33	0	25	1	2	7	71	100	111	0	38	136	1	14	35	1
7	0	27	11	37	8	1	798	353	256	20	50	5	617	11	2	87	779	0	11	1	0
8	0	1	0	26	23	15	179	18	53	3	20	6	410	16	0	22	205	0	2	0	0
9	1	90	5	14	8	0	316	64	513	49	153	4	506	12	1	243	373	0	3	0	1
10	19	67	4	9	19	2	18	4	38	4754	165	178	15	339	0	1	53	0	4	0	8
11	26	220	23	44	55	2	49	27	117	151	219	49	142	48	0	345	181	0	12	8	3
12	17	118	7	86	143	52	7	8	4	204	38	234	453	661	7	6	24	4	5	3	10
13	5	28	1	40	79	78	647	503	395	19	120	437	212	4511	0	398	333	34	1	7	14
14	21	135	7	17	52	72	9	12	3	306	10	539	4144	17942	1	4	30	0	0	2	15
15	1	6	0	0	2	0	1	0	0	0	0	8	0	0	0	4	2	0	0	0	0
16	3	71	12	32	30	29	82	21	202	2	334	6	452	3	7	9507	3	0	0	0	0
17	6	85	8	44	52	85	880	269	348	52	186	32	166	36	7	2	1	0	0	0	0
18	1	7	2	0	1	0	2	1	0	1	0	17	10	1	0	0	0	0	0	0	0
19	2	12	5	24	16	5	12	4	3	6	6	3	1	0	8	0	0	0	0	0	0
20	4	27	6	21	6	10	1	2	1	0	9	7	11	8	0	0	0	0	0	0	0
21	2	11	1	1	3	0	0	0	0	907	2	6	22	25	0	0	0	0	0	0	0

NTEM 2036 PM LGV DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	10	31	7	65	31	0	1	12	3	11	33	53	16	56	2	3	12	2	15	5	2
2	41	54	40	31	69	8	15	5	20	19	83	63	9	33	3	15	25	3	3	10	4
3	3	29	2	13	14	0	3	0	3	3	16	4	0	4	0	8	4	1	0	7	1
4	36	29	25	135	547	28	55	23	42	8	51	54	117	29	1	44	60	0	7	19	1
5	36	83	24	259	80	26	16	11	26	20	65	59	39	56	3	37	20	1	5	15	4
6	4	15	0	42	29	2	0	14	0	2	3	38	28	76	0	14	49	0	5	13	0
7	1	16	7	60	7	0	218	213	167	31	53	3	277	2	0	73	469	0	3	0	0
8	0	2	0	26	8	10	85	10	37	6	12	5	214	10	0	16	141	0	1	0	0
9	0	21	5	71	11	0	172	27	275	72	191	2	138	5	0	256	295	0	1	0	0
10	6	11	2	16	11	3	17	11	55	3497	124	133	39	392	0	0	77	0	1	0	3
11	18	55	12	35	37	3	22	4	84	90	55	17	40	10	0	121	60	0	0	1	0
12	13	40	3	42	45	17	1	4	1	84	19	62	166	318	1	3	7	0	1	1	3
13	24	25	1	213	50	23	375	310	160	76	96	207	224	2899	0	56	421	3	0	315	367
14	54	11	3	26	24	19	1	25	1	268	3	256	2211	12901	0	1	4	0	0	0	15
15	1	2	0	1	2	1	8	0	2	0	0	8	0	0	0	4	3	0	0	0	0
16	1	12	7	44	14	5	80	12	226	0	165	1	269	0	0	5856	1	0	0	0	0
17	31	66	7	79	27	31	600	171	301	44	86	17	708	4	0	1	0	0	0	0	0
18	1	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	29	28	6	11	12	2	14	3	5	1	0	3	0	0	0	0	0	0	0	0	0
20	3	9	7	12	7	6	1	0	1	0	1	2	363	0	0	0	0	0	0	0	0
21	1	3	0	1	3	1	0	0	1	1415	0	7	292	40	0	0	0	0	0	0	0

NTEM 2036 PM HGV DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	0	0	0	2	3	0	0	0	0	1	0	8	2	7	0	0	1	0	0	1	0
2	0	2	2	5	1	0	0	0	1	0	1	0	3	0	0	0	2	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0
4	0	0	0	9	35	1	3	1	1	0	1	2	3	2	0	1	3	0	1	0	0
5	6	10	1	33	4	1	1	2	1	2	4	7	8	3	0	1	4	0	0	1	0
6	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
7	0	0	0	2	0	0	24	9	16	17	2	0	96	2	0	6	55	0	0	0	0
8	0	0	0	1	1	0	8	1	2	1	0	0	51	7	0	1	14	0	0	0	0
9	0	0	0	3	0	0	18	2	30	4	11	0	22	1	0	26	33	0	0	0	0
10	0	0	0	0	1	0	3	0	8	429	10	10	1	30	0	0	5	0	0	0	0
11	0	0	0	1	1	0	4	0	8	4	8	3	3	1	0	13	9	0	0	0	0
12	1	0	0	1	4	0	0	0	0	7	0	5	8	46	0	0	0	0	0	0	0
13	1	5	0	2	12	1	56	37	24	2	6	10	28	327	0	7	64	1	0	0	56
14	3	4	1	2	8	0	0	6	0	22	1	44	228	1550	0	3	0	0	0	0	25
15	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0
16	0	0	0	2	0	0	8	1	26	0	21	0	32	0	0	723	0	0	0	0	0
17	14	5	1	3	5	0	64	18	32	2	9	1	294	1	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	4	0	0	1	5	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	176	0	0	56	36	0	0	0	0	0	0	0

NTEM 2051 AM Car Commuter DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	17	95	5	17	44	11	1	2	3	36	72	35	25	76	3	18	36	3	5	8	4
2	158	756	58	104	279	14	21	2	70	77	215	109	31	207	16	46	213	16	15	69	22
3	40	113	6	85	127	2	7	8	7	13	77	16	8	35	2	26	20	2	12	17	3
4	21	51	30	489	1248	178	16	36	60	13	73	169	107	56	2	121	85	3	120	106	2
5	55	242	44	1873	853	121	4	65	23	41	165	413	125	140	5	107	69	3	25	29	7
6	6	6	2	58	32	39	0	23	0	3	1	51	116	67	1	34	162	2	26	41	1
7	4	37	7	107	30	8	714	508	726	42	75	22	335	12	13	133	1436	80	104	40	7
8	9	4	1	95	46	57	355	28	52	10	16	36	615	42	0	19	439	19	26	16	1
9	4	61	3	87	23	0	505	43	825	95	267	17	163	4	16	285	774	30	42	22	6
10	94	80	10	48	77	18	105	18	178	5657	190	152	70	387	0	2	285	0	233	0	17
11	106	263	41	207	283	27	181	30	590	273	258	90	125	41	2	393	511	3	25	51	6
12	65	181	19	358	264	153	9	25	7	334	86	318	807	800	30	14	80	305	6	13	43
13	62	12	4	305	158	148	465	992	295	193	71	485	254	6939	0	1235	147	630	0	664	617
14	178	86	34	121	172	174	24	155	10	1122	50	884	6288	21207	0	36	77	35	2	580	430
15	8	8	1	8	9	3	58	0	26	0	6	26	0	0	0	214	251	0	0	0	0
16	22	48	10	160	65	51	390	62	909	2	481	21	1543	24	107	12086	4	0	0	0	0
17	62	52	25	203	82	136	1104	353	743	279	231	44	238	29	106	1	1	0	0	0	0
18	9	8	2	5	4	4	10	3	4	0	5	18	57	4	0	0	0	0	0	0	0
19	21	4	49	68	37	25	160	29	33	160	5	9	0	0	190	0	0	0	0	0	0
20	24	28	8	27	10	33	32	14	7	0	21	9	453	201	0	0	0	0	0	0	0
21	12	11	1	9	11	5	20	4	14	5656	2	52	536	180	0	0	0	0	0	0	0

NTEM 2051 AM Car Business DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	2	4	0	2	11	1	0	0	0	12	27	3	0	8	0	3	0	0	0	0	0
2	7	46	5	2	32	1	1	0	3	3	11	9	1	8	1	3	5	0	0	3	1
3	6	4	1	1	6	0	0	0	0	1	16	1	0	3	0	0	0	0	0	0	0
4	2	2	1	14	81	8	3	3	2	0	11	6	6	2	0	3	5	0	1	1	0
5	5	26	4	74	71	11	1	5	0	3	10	18	3	5	0	4	1	0	0	0	0
6	0	1	0	5	4	2	0	1	0	0	0	2	0	2	0	0	1	0	1	0	0
7	0	4	3	4	4	0	21	17	22	5	5	1	239	0	0	22	211	0	31	2	0
8	2	0	0	3	4	2	10	1	2	1	18	2	119	5	0	4	74	0	8	1	0
9	0	3	1	4	4	0	19	5	42	10	11	1	115	0	2	39	107	0	10	1	1
10	26	2	0	3	7	0	12	3	26	558	23	25	79	194	0	0	216	0	37	0	4
11	14	14	3	6	16	2	8	2	18	12	10	3	71	2	0	35	77	0	0	2	0
12	4	16	4	13	26	9	0	1	0	14	3	12	131	49	3	1	10	0	0	0	3
13	1	1	0	14	14	1	104	71	118	33	21	62	35	1459	2	315	147	0	23	15	17
14	1	9	1	10	15	2	0	9	0	159	0	63	2222	3050	2	10	25	0	1	7	57
15	0	0	0	0	1	0	4	0	5	0	2	8	5	2	0	32	47	0	2	0	0
16	8	1	1	7	8	0	43	10	66	0	53	1	1013	7	11	1200	3	0	0	0	0
17	1	3	1	13	13	1	114	42	125	39	33	4	377	5	4	1	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
19	1	0	1	3	4	1	23	7	21	12	3	0	20	0	1	0	0	0	0	0	0
20	1	2	2	0	0	0	4	2	3	0	0	0	71	8	0	0	0	0	0	0	0
21	0	1	0	1	1	0	3	1	4	300	0	6	139	91	0	0	0	0	0	0	0

NTEM 2051 AM Car Other DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	26	659	19	17	47	7	3	6	9	48	117	42	88	84	5	11	83	4	14	12	6
2	211	1053	50	79	278	22	21	5	81	81	211	131	64	299	12	40	109	11	9	41	16
3	14	73	10	21	112	3	2	4	4	20	71	32	3	20	1	16	9	1	6	7	1
4	14	68	39	324	1526	106	13	18	43	17	107	132	68	39	1	70	49	2	55	58	2
5	31	158	52	987	736	86	4	33	19	43	158	278	98	140	5	50	54	1	17	12	7
6	10	3	1	64	39	30	1	23	0	6	3	45	140	93	2	37	175	3	22	41	3
7	3	19	9	20	6	5	1108	315	336	6	21	21	392	28	0	19	640	0	5	0	0
8	7	4	2	31	28	35	310	20	28	1	8	14	345	10	0	3	180	0	1	0	0
9	6	37	6	17	7	1	260	17	861	14	64	17	117	8	0	52	218	0	1	0	0
10	118	82	15	19	43	13	18	3	35	3791	160	309	10	200	0	2	50	6	5	0	7
11	122	245	51	105	258	22	44	12	179	128	320	80	73	45	1	279	164	1	12	17	2
12	116	207	14	210	269	119	10	16	7	268	112	467	425	658	9	11	55	91	3	9	15
13	228	46	6	56	243	146	350	253	138	16	59	247	178	2565	0	94	241	140	0	0	0
14	389	96	17	57	195	144	37	17	14	216	85	735	3243	13327	0	2	88	0	0	0	6
15	14	9	2	3	4	3	0	0	0	1	2	22	0	0	0	2	0	0	0	0	0
16	36	72	23	68	54	61	71	14	221	3	386	15	366	7	1	7199	3	0	0	0	0
17	205	62	24	37	126	139	531	141	240	19	94	47	500	65	0	1	1	0	0	0	0
18	13	9	6	2	2	4	0	0	0	1	1	16	0	0	0	0	0	0	0	0	0
19	47	13	30	58	57	27	10	2	2	2	8	13	0	0	0	0	0	0	0	0	0
20	36	33	15	45	17	46	0	1	0	0	9	4	1	0	0	0	0	0	0	0	0
21	20	14	2	3	6	4	0	0	1	723	1	45	2	11	0	0	0	0	0	0	0

NTEM 2051 AM LGV DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	15	42	1	32	19	2	1	1	2	9	26	14	34	29	2	1	52	2	11	6	3
2	57	39	21	50	108	10	5	4	16	13	79	48	19	43	3	19	54	3	11	14	4
3	4	51	2	25	32	2	1	1	2	3	11	6	2	13	1	17	6	1	5	7	1
4	25	37	12	117	405	55	26	22	26	6	31	30	107	13	0	30	39	0	17	14	1
5	35	86	17	537	68	25	10	9	15	23	44	57	33	36	6	30	19	1	9	6	8
6	0	4	0	24	10	2	0	7	0	2	2	13	30	17	1	13	28	0	4	10	1
7	1	14	5	49	7	2	222	143	164	27	22	3	272	1	0	65	439	0	3	0	0
8	0	2	1	22	7	11	117	13	32	3	5	2	200	9	0	12	142	0	1	0	0
9	5	23	3	48	10	1	149	35	364	38	104	3	176	2	0	192	348	0	1	0	0
10	13	16	2	21	11	5	34	18	96	3940	123	110	23	300	0	0	110	0	1	0	3
11	32	81	15	38	57	10	42	9	152	148	69	16	74	10	2	134	112	0	0	1	0
12	21	74	3	59	52	44	3	4	1	102	17	71	238	317	1	4	16	0	1	1	3
13	45	29	1	149	33	21	321	249	199	54	45	172	255	3206	0	52	400	4	1	252	239
14	109	32	3	45	62	27	2	35	4	372	13	383	2167	14650	0	3	7	0	0	0	56
15	2	3	0	1	1	1	12	0	5	0	0	9	0	1	0	5	5	0	0	0	0
16	4	9	4	44	26	17	126	23	342	0	204	1	223	1	1	6701	2	0	0	0	0
17	55	44	5	54	14	35	473	146	281	27	75	7	595	3	0	1	0	0	0	0	0
18	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	9	11	6	10	5	6	11	3	4	1	0	2	0	0	0	0	0	0	0	0	0
20	9	12	3	11	7	13	1	0	1	0	1	1	253	0	0	0	0	0	0	0	0
21	3	4	0	1	1	1	0	0	2	1618	0	7	266	34	0	0	0	0	0	0	0

NTEM 2051 AM HGV DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	6	14	0	4	2	0	0	0	0	0	0	4	16	7	0	0	16	0	0	0	0
2	1	1	0	15	10	16	0	0	1	0	3	3	14	4	0	1	14	0	3	0	0
3	0	0	0	6	3	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0
4	4	3	0	27	96	4	6	3	4	0	3	5	19	4	0	2	6	0	4	1	0
5	4	23	0	120	8	2	3	1	3	0	3	2	15	8	0	1	12	0	4	0	0
6	0	0	0	2	4	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
7	0	0	0	7	2	0	38	15	37	3	6	0	56	0	0	12	105	0	1	0	0
8	0	0	0	3	0	0	15	2	4	3	0	0	45	3	0	1	31	0	0	0	0
9	0	0	0	7	3	0	36	5	66	25	25	0	49	0	0	48	105	0	1	0	0
10	0	0	0	5	1	0	12	4	18	971	26	30	15	64	0	0	18	0	0	0	1
11	0	0	0	7	4	1	17	2	30	14	15	0	21	7	0	33	33	0	0	0	0
12	0	3	0	9	6	0	0	0	0	22	1	11	42	84	0	0	3	0	0	1	2
13	22	20	0	10	14	1	83	64	56	68	11	28	63	762	0	40	123	2	0	98	42
14	15	4	0	12	10	2	0	6	0	71	5	115	515	3641	0	12	2	0	0	0	73
15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	4	0	0	0	0
16	0	0	0	4	4	1	39	6	90	0	46	0	66	10	0	1659	2	0	0	0	0
17	23	15	0	8	9	1	118	34	83	4	19	1	172	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	10	0	3	1	4	0	3	1	1	0	0	1	0	0	0	0	0	0	0	0	0
20	0	0	0	0	1	1	0	0	0	0	0	2	99	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	401	0	7	80	50	0	0	0	0	0	0	0

NTEM 2051 IP Car Commuter DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	16	37	11	13	49	6	1	0	4	30	39	55	27	97	4	8	49	4	10	13	5
2	154	202	30	43	77	4	8	0	17	36	112	56	17	50	6	24	69	6	7	24	8
3	19	23	8	18	38	0	0	0	0	4	9	9	2	7	1	4	7	1	6	4	1
4	25	38	18	269	837	46	9	20	30	7	71	99	43	29	1	61	50	1	28	54	1
5	28	40	38	679	340	48	3	27	9	9	83	154	71	54	1	35	49	2	34	31	2
6	7	1	1	36	22	29	1	19	0	3	4	72	60	32	1	20	91	0	17	26	1
7	3	4	2	10	2	0	212	97	179	29	26	8	115	21	56	44	329	10	36	8	2
8	11	1	1	12	13	9	91	6	20	4	6	10	222	20	0	10	101	2	7	2	1
9	3	16	2	21	3	0	170	19	271	40	115	3	54	2	7	118	179	5	8	4	2
10	115	38	7	12	19	3	21	3	31	1465	74	62	31	252	0	1	75	0	54	0	2
11	106	75	20	60	91	4	29	6	97	66	106	24	24	12	0	123	93	0	9	15	2
12	70	25	5	104	94	57	4	8	3	70	28	96	166	266	9	4	26	52	5	10	21
13	64	17	3	46	63	95	132	254	85	51	41	211	69	1745	1	390	74	143	0	155	433
14	220	21	12	30	77	74	16	17	4	212	19	262	1630	5348	0	9	50	9	0	82	86
15	17	4	0	2	3	1	50	0	3	0	1	7	0	0	0	36	55	0	0	0	0
16	12	28	5	56	18	16	43	9	116	1	120	5	394	14	48	3077	1	0	0	0	0
17	62	47	6	40	38	83	385	116	193	87	88	29	58	62	94	1	0	0	0	0	0
18	18	4	0	1	2	1	15	4	6	0	1	55	99	12	0	0	0	0	0	0	0
19	25	10	5	28	33	10	36	9	10	59	4	3	0	0	118	0	0	0	0	0	0
20	55	17	5	31	13	19	10	5	4	0	7	3	159	118	0	0	0	0	0	0	0
21	25	5	0	2	4	1	2	1	2	844	1	15	389	110	0	0	0	0	0	0	0

NTEM 2051 IP Car Business DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	2	7	4	28	52	6	0	0	0	7	10	30	5	26	1	0	5	0	1	2	1
2	30	18	2	3	8	0	2	0	1	2	10	3	0	2	0	1	2	0	0	1	0
3	4	2	0	1	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
4	5	5	0	5	44	2	4	2	3	0	2	2	5	2	0	2	7	0	1	0	0
5	31	3	3	70	64	3	3	3	2	0	7	15	5	3	0	3	6	0	1	0	0
6	3	0	0	2	3	3	0	0	0	0	1	3	0	1	0	0	1	0	1	0	0
7	0	0	0	3	2	0	43	18	27	7	3	1	153	1	4	16	160	0	17	2	1
8	5	0	0	1	3	0	14	1	5	1	0	1	76	3	0	3	43	0	4	0	0
9	0	1	0	4	2	0	34	7	47	7	8	1	87	0	5	36	83	0	6	1	1
10	15	1	0	2	3	0	10	2	10	701	20	20	47	148	0	0	94	0	16	0	3
11	17	6	1	3	9	0	5	2	13	12	8	1	32	0	0	28	34	0	0	1	0
12	11	2	0	11	14	3	0	1	0	13	3	11	57	47	2	0	3	0	0	0	3
13	4	1	0	12	8	0	152	84	103	156	35	61	46	1215	18	381	355	0	12	25	108
14	9	3	0	2	4	2	0	5	0	170	0	67	1181	3104	1	2	10	0	1	4	65
15	2	0	0	0	0	0	10	0	2	0	0	5	3	1	0	13	31	0	1	0	0
16	2	1	0	4	2	0	26	5	60	0	36	1	429	2	11	1336	2	0	0	0	0
17	4	4	0	6	3	1	162	44	79	91	29	4	390	8	33	1	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	3	1	0	1	1	0	18	4	6	16	0	0	12	0	5	0	0	0	0	0	0
20	4	1	0	0	0	0	2	0	1	0	0	0	25	3	0	0	0	0	0	0	0
21	3	0	0	0	0	0	1	0	1	308	0	3	100	60	0	0	0	0	0	0	0

NTEM 2051 IP Car Other DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	49	176	29	23	54	23	5	6	14	89	115	68	263	230	11	16	252	10	50	30	15
2	270	669	51	93	183	16	22	3	50	134	251	119	32	133	15	52	98	15	12	50	22
3	44	54	15	43	79	2	3	2	1	21	40	13	7	25	1	8	19	2	14	8	2
4	34	71	48	591	1430	91	20	24	33	13	125	129	56	58	1	56	66	2	65	58	2
5	72	235	82	1473	723	82	7	26	11	26	155	192	146	150	2	32	97	2	39	29	3
6	14	14	5	53	91	36	0	31	0	4	13	102	149	121	1	31	181	2	25	42	2
7	11	18	6	21	6	3	962	269	336	35	32	15	593	33	5	43	740	0	9	0	0
8	4	3	2	20	35	36	237	17	42	3	13	14	418	16	0	9	205	0	2	0	0
9	15	75	3	37	14	0	380	51	690	31	143	9	324	6	1	184	389	0	3	0	0
10	136	121	7	16	34	5	37	4	33	4699	179	210	19	418	0	2	62	0	2	0	7
11	197	292	60	123	211	7	46	11	135	184	311	66	115	36	0	343	183	0	9	16	3
12	91	182	16	181	184	75	7	10	4	190	51	280	422	731	3	5	54	7	6	7	6
13	136	28	4	91	159	168	612	442	266	29	100	388	212	4037	0	251	543	102	1	166	47
14	280	145	23	60	114	131	28	20	5	497	26	717	4055	18217	0	4	89	0	0	1	18
15	19	11	1	1	4	1	4	0	0	0	0	12	0	0	0	3	2	0	0	0	0
16	53	76	14	108	60	41	81	17	234	3	382	12	484	6	3	9176	2	0	0	0	0
17	153	113	14	79	66	174	794	216	330	49	146	44	674	95	4	2	1	0	0	0	0
18	19	11	1	1	3	1	1	0	0	1	0	11	4	0	0	0	0	0	0	0	0
19	45	22	7	72	42	20	13	3	3	3	11	8	1	0	3	0	0	0	0	0	0
20	61	44	11	70	35	42	1	2	1	0	12	3	111	4	0	0	0	0	0	0	0
21	28	16	1	1	5	2	0	0	0	927	2	6	129	27	0	0	0	0	0	0	0

NTEM 2051 IP LGV DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	25	51	6	29	21	7	2	8	3	16	32	21	69	63	3	5	90	3	35	9	4
2	108	62	22	39	65	3	7	1	15	17	67	32	10	23	3	10	30	3	6	12	5
3	6	19	2	17	20	1	1	1	1	3	12	4	1	10	1	3	4	0	5	3	1
4	45	34	16	147	352	27	31	14	21	8	35	30	93	17	2	34	44	1	12	17	3
5	32	62	23	329	94	20	9	6	10	9	33	39	38	36	1	21	24	1	12	11	2
6	3	3	2	22	23	4	0	6	0	4	2	35	24	26	1	11	34	0	6	12	2
7	1	7	2	30	6	1	187	79	119	26	15	3	211	2	1	31	352	0	2	0	0
8	0	1	0	11	6	16	71	7	26	6	4	4	173	6	0	7	111	0	0	0	0
9	4	19	1	19	9	0	135	30	239	30	78	2	138	2	0	129	221	0	1	0	0
10	27	12	1	12	9	1	28	24	38	2800	84	83	44	274	0	0	112	0	1	0	2
11	55	59	16	31	40	2	18	4	64	132	59	11	41	6	0	89	53	0	1	1	0
12	48	38	5	28	39	19	3	2	1	61	14	54	139	257	1	2	15	0	3	2	3
13	79	24	2	114	44	28	317	230	129	170	38	133	181	2230	0	39	406	8	0	457	388
14	134	22	6	22	29	22	3	18	1	283	7	260	1664	10150	0	1	10	0	0	0	19
15	5	2	0	1	1	0	8	0	2	0	0	10	0	0	0	3	9	0	0	0	0
16	10	9	4	31	21	10	64	12	150	0	138	1	196	1	0	4724	1	0	0	0	0
17	97	39	5	35	22	43	424	118	190	76	48	14	599	6	1	1	0	0	0	0	0
18	6	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	20	19	3	16	10	7	10	2	3	2	1	4	0	0	0	0	0	0	0	0	0
20	19	8	4	13	9	14	1	0	1	0	1	2	442	0	0	0	0	0	0	0	0
21	7	3	0	1	2	0	0	0	1	1142	0	7	370	35	0	0	0	0	0	0	0

NTEM 2051 IP HGV DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	0	11	0	2	1	0	0	2	0	0	1	3	22	0	0	0	20	0	1	0	0
2	21	0	3	7	2	0	0	0	0	0	0	0	10	0	0	0	3	0	0	0	0
3	0	1	0	2	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
4	1	1	1	13	44	1	2	1	1	0	2	0	5	0	0	2	2	0	1	0	0
5	0	5	2	38	4	0	1	0	1	0	1	4	18	7	0	1	7	0	6	1	0
6	0	0	0	1	0	0	0	0	0	0	0	2	1	1	0	0	1	0	0	0	0
7	3	0	0	3	1	0	22	8	19	3	3	0	33	1	0	5	57	0	0	0	0
8	0	0	0	1	0	0	8	1	2	3	0	0	25	1	0	1	16	0	0	0	0
9	1	0	0	3	2	0	20	3	30	7	12	0	25	0	0	19	38	0	0	0	0
10	0	0	0	2	1	0	4	3	8	454	10	18	9	42	0	0	12	0	0	0	0
11	6	0	0	4	2	0	3	0	11	6	6	0	9	0	0	15	9	0	0	0	0
12	1	5	0	2	1	0	0	0	0	14	0	7	23	45	0	0	2	0	0	0	1
13	12	11	1	5	8	0	54	38	27	63	6	17	29	347	0	10	82	0	0	98	74
14	11	1	0	2	2	0	0	3	0	35	3	58	250	1638	0	4	1	0	0	0	1
15	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	4	0	0	0	0
16	0	0	0	1	1	1	10	1	23	0	24	0	28	2	0	771	0	0	0	0	0
17	17	5	0	3	3	0	66	17	35	6	8	1	114	1	1	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	10	0	1	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	1	0	0	0	0	0	1	99	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	186	0	3	91	19	0	0	0	0	0	0	0

NTEM 2051 PM Car Commuter DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	27	293	34	47	96	20	5	7	12	73	125	88	73	161	8	17	78	9	35	27	11
2	171	764	122	76	273	12	36	1	62	86	318	322	39	152	12	53	98	13	29	48	16
3	11	61	12	31	62	2	13	0	4	13	63	14	3	19	1	14	21	3	6	13	2
4	27	107	62	449	1642	81	77	132	60	33	202	304	200	71	4	113	90	4	44	43	5
5	73	157	57	1072	754	63	29	77	26	50	231	250	147	133	6	58	80	5	34	22	7
6	15	18	7	119	166	39	0	62	3	13	45	196	131	90	2	55	127	4	20	41	3
7	2	21	6	22	13	4	659	444	513	100	140	14	462	29	108	322	975	13	125	26	23
8	4	7	5	36	46	23	224	23	76	28	54	21	806	114	0	96	290	2	19	6	6
9	10	69	4	47	30	0	553	84	657	149	489	16	226	6	19	579	565	5	23	7	11
10	51	116	10	30	55	18	36	12	84	5048	275	280	140	1277	0	2	286	0	159	0	6
11	116	215	73	85	148	15	58	27	222	160	257	92	65	42	1	310	182	3	5	9	5
12	85	90	18	151	337	79	27	40	20	170	82	290	487	880	24	10	59	20	10	8	37
13	73	59	8	151	378	149	435	770	196	110	218	868	235	5993	4	1526	324	190	2	424	461
14	151	153	40	83	212	88	28	52	6	549	58	827	5695	18604	0	21	85	5	1	131	159
15	5	10	2	3	8	3	38	1	7	0	2	25	0	0	0	90	98	0	0	0	0
16	14	55	42	92	103	43	123	30	292	3	386	22	1383	25	202	10551	2	0	0	0	0
17	99	217	36	118	252	181	1364	471	667	295	445	116	267	114	282	7	1	0	0	0	0
18	5	11	4	3	5	3	74	28	24	0	3	237	642	34	0	0	0	0	0	0	0
19	19	59	57	175	105	18	101	32	38	216	22	13	4	4	428	0	0	0	0	0	0
20	13	38	29	91	71	29	38	25	17	0	30	30	809	447	0	0	0	0	0	0	0
21	7	15	2	5	11	4	6	2	5	1755	6	37	883	398	0	0	0	0	0	0	0

NTEM 2051 PM Car Business DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	1	26	3	5	8	3	0	1	0	4	7	4	2	3	0	1	1	0	1	1	0
2	10	47	6	4	23	2	2	0	2	3	14	17	1	6	0	1	2	0	0	2	1
3	4	5	1	2	5	0	1	0	0	1	2	1	0	1	0	0	0	0	0	1	0
4	2	6	4	17	90	5	5	7	4	1	12	20	10	4	0	3	6	0	2	1	0
5	16	20	5	71	70	6	5	9	3	2	15	16	12	8	0	3	6	0	2	0	0
6	1	1	1	6	16	2	0	3	0	0	3	12	1	1	0	0	1	0	1	0	0
7	0	2	1	3	2	1	43	31	27	14	10	1	192	2	6	47	158	0	28	4	3
8	0	1	0	2	3	0	16	2	8	3	8	2	114	12	0	14	51	0	7	1	1
9	1	3	0	1	0	0	35	7	44	25	29	1	93	0	8	71	81	0	9	2	4
10	2	3	1	2	6	1	6	2	12	603	22	23	41	189	0	0	78	0	20	0	5
11	11	9	9	8	12	1	7	5	17	18	12	5	45	2	0	43	40	0	0	0	0
12	9	6	1	6	20	4	1	5	1	21	4	14	96	72	6	0	5	0	0	0	6
13	1	2	0	6	8	1	249	151	78	177	70	150	35	2010	24	913	568	1	19	70	156
14	2	6	2	3	6	2	0	9	0	172	4	59	1328	3018	2	6	10	0	1	8	80
15	0	0	0	0	1	0	2	0	3	0	0	5	3	1	0	15	16	0	1	0	0
16	1	2	1	2	3	0	30	7	49	0	43	2	512	6	34	1310	2	0	0	0	0
17	2	6	1	7	4	2	250	84	91	188	70	12	644	32	66	2	0	0	0	0	0
18	0	0	0	0	0	0	2	1	1	0	2	5	17	1	0	0	0	0	0	0	0
19	0	2	0	3	4	0	33	9	9	38	0	0	24	2	22	0	0	0	0	0	0
20	1	1	1	1	1	0	3	2	2	0	1	1	48	20	0	0	0	0	0	0	0
21	0	0	0	0	1	0	1	0	1	242	0	4	76	71	0	0	0	0	0	0	0

NTEM 2051 PM Car Other DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	16	112	7	11	25	0	1	3	5	37	48	40	43	133	5	7	34	5	11	14	6
2	66	849	56	65	143	8	26	7	64	83	184	113	14	112	9	37	56	10	4	33	13
3	5	61	9	33	41	0	7	0	3	8	29	9	2	7	1	15	14	2	5	13	1
4	10	61	26	404	897	129	23	33	24	9	100	108	54	33	1	59	44	1	45	47	1
5	20	94	46	1070	576	79	6	46	17	25	145	139	84	103	2	52	49	2	23	23	3
6	1	2	0	89	82	35	0	27	1	3	8	78	109	121	0	41	148	1	15	39	1
7	0	29	12	40	9	1	870	385	279	22	54	6	673	12	2	95	849	0	12	1	1
8	0	2	0	29	25	16	195	20	58	4	22	7	447	18	0	24	224	0	2	0	0
9	1	97	5	16	9	0	344	70	559	53	166	5	552	13	1	265	407	0	3	0	1
10	21	73	5	10	21	2	20	5	41	5179	179	193	16	369	0	1	58	0	5	0	8
11	28	238	25	48	59	2	54	30	127	165	239	53	155	52	0	376	197	0	14	8	3
12	18	128	8	93	155	56	7	8	4	219	42	254	494	715	7	6	26	4	5	3	10
13	5	30	1	44	86	85	705	548	431	20	131	476	231	4918	0	434	363	38	1	8	16
14	22	146	8	18	56	78	10	13	3	333	11	586	4517	19557	1	4	33	0	0	2	17
15	1	6	0	1	2	0	1	0	1	0	0	9	0	1	0	4	2	0	0	0	0
16	3	77	13	35	33	32	89	23	220	2	364	6	492	3	8	10363	3	0	0	0	0
17	7	92	8	48	57	92	960	293	379	57	203	34	181	40	7	3	1	0	0	0	0
18	2	7	2	0	1	0	2	1	1	1	0	18	11	1	0	0	0	0	0	0	0
19	3	13	5	26	17	6	13	5	4	6	6	4	1	0	9	0	0	0	0	0	0
20	4	29	7	22	6	11	1	2	1	0	10	7	12	9	0	0	0	0	0	0	0
21	3	11	1	1	4	0	0	0	1	988	2	6	24	28	0	0	0	0	0	0	0

NTEM 2051 PM LGV DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	10	31	7	65	31	0	1	12	3	11	33	53	16	56	2	3	12	2	15	5	2
2	41	54	40	31	69	8	15	5	20	19	83	63	9	33	3	15	25	3	3	10	4
3	3	29	2	13	14	0	3	0	3	3	16	4	0	4	0	8	4	1	0	7	1
4	36	29	25	135	547	28	55	23	42	8	51	54	117	29	1	44	60	0	7	19	1
5	36	83	24	259	80	26	16	11	26	20	65	59	39	56	3	37	20	1	5	15	4
6	4	15	0	42	29	2	0	14	0	2	3	38	28	76	0	14	49	0	5	13	0
7	1	16	7	60	7	0	218	213	167	31	53	3	277	2	0	73	469	0	3	0	0
8	0	2	0	26	8	10	85	10	37	6	12	5	214	10	0	16	141	0	1	0	0
9	0	21	5	71	11	0	172	27	275	72	191	2	138	5	0	256	295	0	1	0	0
10	6	11	2	16	11	3	17	11	55	3497	124	133	39	392	0	0	77	0	1	0	3
11	18	55	12	35	37	3	22	4	84	90	55	17	40	10	0	121	60	0	0	1	0
12	13	40	3	42	45	17	1	4	1	84	19	62	166	318	1	3	7	0	1	1	3
13	24	25	1	213	50	23	375	310	160	76	96	207	224	2899	0	56	421	3	0	315	367
14	54	11	3	26	24	19	1	25	1	268	3	256	2211	12901	0	1	4	0	0	0	15
15	1	2	0	1	2	1	8	0	2	0	0	8	0	0	0	4	3	0	0	0	0
16	1	12	7	44	14	5	80	12	226	0	165	1	269	0	0	5856	1	0	0	0	0
17	31	66	7	79	27	31	600	171	301	44	86	17	708	4	0	1	0	0	0	0	0
18	1	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	29	28	6	11	12	2	14	3	5	1	0	3	0	0	0	0	0	0	0	0	0
20	3	9	7	12	7	6	1	0	1	0	1	2	363	0	0	0	0	0	0	0	0
21	1	3	0	1	3	1	0	0	1	1415	0	7	292	40	0	0	0	0	0	0	0

NTEM 2051 PM HGV DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	0	0	0	2	3	0	0	0	0	1	0	8	2	7	0	0	1	0	0	1	0
2	0	2	2	5	1	0	0	0	1	0	1	0	3	0	0	0	2	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0
4	0	0	0	9	35	1	3	1	1	0	1	2	3	2	0	1	3	0	1	0	0
5	6	10	1	33	4	1	1	2	1	2	4	7	8	3	0	1	4	0	0	1	0
6	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
7	0	0	0	2	0	0	24	9	16	17	2	0	96	2	0	6	55	0	0	0	0
8	0	0	0	1	1	0	8	1	2	1	0	0	51	7	0	1	14	0	0	0	0
9	0	0	0	3	0	0	18	2	30	4	11	0	22	1	0	26	33	0	0	0	0
10	0	0	0	0	1	0	3	0	8	429	10	10	1	30	0	0	5	0	0	0	0
11	0	0	0	1	1	0	4	0	8	4	8	3	3	1	0	13	9	0	0	0	0
12	1	0	0	1	4	0	0	0	0	7	0	5	8	46	0	0	0	0	0	0	0
13	1	5	0	2	12	1	56	37	24	2	6	10	28	327	0	7	64	1	0	0	56
14	3	4	1	2	8	0	0	6	0	22	1	44	228	1550	0	3	0	0	0	0	25
15	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0
16	0	0	0	2	0	0	8	1	26	0	21	0	32	0	0	723	0	0	0	0	0
17	14	5	1	3	5	0	64	18	32	2	9	1	294	1	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	4	0	0	1	5	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	176	0	0	56	36	0	0	0	0	0	0	0

NTEM 2021 AM Car Commuter DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	16	72	5	19	43	11	1	2	3	36	73	36	25	79	3	19	34	3	5	9	4
2	104	451	53	105	252	10	18	2	62	67	185	101	27	181	14	43	176	14	14	60	20
3	33	93	7	90	122	1	6	9	8	13	68	17	9	37	2	28	20	2	12	19	3
4	17	41	29	487	1149	154	15	34	60	12	64	161	99	55	2	118	76	3	112	102	2
5	39	159	40	1736	663	102	4	58	20	35	144	339	104	121	5	97	56	2	21	27	6
6	4	5	2	58	27	34	0	23	0	3	0	49	106	66	1	34	140	2	23	40	1
7	3	23	7	95	14	6	616	487	668	38	65	18	293	11	12	125	1221	80	89	37	7
8	8	4	1	101	38	52	349	31	56	11	12	37	605	45	0	21	417	23	25	17	1
9	3	46	3	94	13	0	498	48	881	105	283	15	165	2	18	309	711	35	39	23	7
10	70	54	10	50	72	13	101	19	188	4842	175	134	58	362	0	2	258	0	200	0	17
11	95	205	40	95	184	18	164	26	585	279	239	49	110	28	1	321	418	2	5	20	5
12	48	153	16	283	211	124	8	21	5	208	65	204	643	600	20	11	44	204	3	8	28
13	40	9	4	257	106	107	374	869	246	156	56	418	216	5923	0	1033	111	556	0	542	519
14	119	73	30	107	143	136	21	143	8	963	31	748	5468	18239	0	32	63	33	2	510	382
15	6	6	1	8	7	3	47	0	24	0	4	20	0	0	0	193	207	0	0	0	0
16	15	24	9	134	42	40	302	55	772	2	398	15	1235	20	89	10315	3	0	0	0	0
17	42	35	23	173	50	107	904	322	652	238	198	32	202	26	92	1	1	0	0	0	0
18	6	6	2	4	4	3	8	3	3	0	3	14	48	4	0	0	0	0	0	0	0
19	15	4	45	61	27	21	131	26	29	134	2	6	0	0	165	0	0	0	0	0	0
20	19	20	7	25	8	29	25	13	6	0	11	7	378	175	0	0	0	0	0	0	0
21	9	8	1	8	9	4	16	3	13	4850	1	40	439	155	0	0	0	0	0	0	0

NTEM 2021 AM Car Business DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	1	1	0	1	5	0	0	0	0	7	19	1	0	4	0	2	0	0	0	0	0
2	3	31	4	2	22	1	1	0	2	2	10	8	1	6	0	2	3	0	0	2	0
3	4	4	1	1	5	0	0	0	0	1	14	1	0	3	0	0	0	0	0	0	0
4	1	2	1	21	86	11	3	3	2	1	8	6	6	3	0	3	5	0	1	1	0
5	4	17	3	70	43	7	0	4	1	2	8	12	2	4	0	3	1	0	0	0	0
6	0	0	0	6	3	2	0	1	0	0	0	1	0	1	0	0	1	0	1	0	0
7	0	3	3	5	2	0	19	16	21	4	4	1	209	0	0	20	179	0	27	2	0
8	1	0	0	4	2	2	10	1	2	1	10	3	117	6	0	5	70	0	8	1	0
9	0	2	1	6	2	0	18	5	42	10	11	1	108	0	2	38	96	0	9	1	1
10	15	2	0	4	6	0	11	3	25	475	22	20	66	167	0	0	178	0	30	0	4
11	10	11	2	4	7	2	7	2	18	12	9	1	67	1	0	30	69	0	0	0	0
12	2	14	3	13	18	6	0	1	0	11	2	7	112	41	2	1	7	0	0	0	2
13	0	1	0	16	8	1	86	61	107	27	18	53	30	1221	2	259	120	0	19	13	14
14	1	9	1	12	11	2	0	8	0	137	0	52	1881	2609	2	9	20	0	1	6	49
15	0	0	0	1	1	0	3	0	5	0	1	6	5	2	0	28	39	0	1	0	0
16	4	1	0	9	4	0	36	9	60	0	44	1	842	6	9	1019	2	0	0	0	0
17	0	1	1	16	5	1	94	37	114	33	24	3	316	4	3	1	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
19	0	0	0	3	2	1	19	6	20	10	1	0	17	0	1	0	0	0	0	0	0
20	0	1	2	1	0	0	3	1	2	0	0	0	59	7	0	0	0	0	0	0	0
21	0	1	0	1	1	0	2	1	3	255	0	5	116	78	0	0	0	0	0	0	0

NTEM 2021 AM Car Other DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	21	245	16	15	31	6	2	5	6	38	82	28	69	71	4	9	64	4	12	11	5
2	100	488	34	39	146	11	11	4	52	51	129	74	29	128	8	24	65	8	5	31	11
3	12	72	10	22	88	3	2	4	4	19	48	13	3	21	1	18	9	1	6	8	1
4	11	53	34	283	1234	84	10	16	35	15	50	75	52	34	1	61	38	2	49	55	2
5	21	117	41	773	522	60	3	24	14	31	94	182	66	102	4	39	37	1	13	10	5
6	6	3	1	43	25	24	1	17	0	4	3	32	80	55	1	25	103	2	16	30	2
7	3	19	8	18	5	3	856	275	278	3	16	20	316	25	0	17	515	0	4	0	0
8	7	5	2	33	27	35	291	21	29	1	6	14	332	10	0	3	172	0	1	0	0
9	5	44	7	20	7	1	246	19	877	10	68	16	115	6	0	59	201	0	1	0	0
10	80	55	12	15	32	9	12	2	25	2767	120	180	5	151	0	2	30	0	0	0	3
11	99	209	48	41	162	11	35	7	162	97	285	46	53	28	1	239	129	1	2	6	1
12	89	164	12	148	196	92	9	12	5	153	71	280	303	477	5	6	34	43	2	6	8
13	162	33	6	44	178	108	240	199	104	3	34	178	138	2040	0	78	183	115	0	0	0
14	272	79	15	48	144	112	28	14	9	124	39	486	2563	10580	0	2	67	0	0	0	4
15	10	6	1	2	3	2	0	0	0	0	2	12	0	0	0	2	0	0	0	0	0
16	24	33	17	53	37	42	47	11	158	2	286	8	252	5	1	5626	2	0	0	0	0
17	150	50	20	32	100	110	393	118	185	11	72	31	393	55	0	1	1	0	0	0	0
18	10	6	5	2	2	3	0	0	0	0	1	8	0	0	0	0	0	0	0	0	0
19	34	12	26	48	42	21	7	2	2	0	3	7	0	0	0	0	0	0	0	0	0
20	28	20	14	41	14	39	0	1	0	0	5	2	1	0	0	0	0	0	0	0	0
21	13	8	2	3	4	3	0	0	0	571	0	22	1	9	0	0	0	0	0	0	0

NTEM 2021 AM LGV DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	10	28	1	21	13	2	0	1	1	6	17	9	22	19	1	1	34	1	7	4	2
2	36	29	16	38	81	7	4	3	12	10	59	36	14	32	2	14	41	2	8	10	3
3	3	39	1	19	24	1	1	1	1	2	8	5	1	10	1	13	4	0	4	5	1
4	16	28	9	88	305	41	20	17	20	4	24	23	80	9	0	22	29	0	13	11	0
5	22	65	13	404	50	19	7	7	11	17	33	43	25	27	5	23	15	0	6	4	6
6	0	3	0	18	8	1	0	5	0	1	1	10	23	13	0	10	21	0	3	7	1
7	1	11	4	37	5	1	167	108	123	21	17	2	204	1	0	49	330	0	2	0	0
8	0	1	1	16	5	9	88	9	24	2	4	2	150	7	0	9	107	0	0	0	0
9	3	17	2	36	8	0	112	26	274	29	78	2	132	2	0	144	262	0	1	0	0
10	8	12	1	16	8	3	25	14	72	2963	92	83	17	226	0	0	83	0	1	0	3
11	20	61	11	28	43	7	32	6	114	111	52	12	56	7	2	101	84	0	0	0	0
12	13	56	2	44	39	33	2	3	1	77	13	53	179	238	1	3	12	0	1	1	2
13	29	22	1	112	25	16	242	188	150	40	34	130	191	2411	0	39	301	3	0	190	180
14	70	24	2	34	47	20	1	26	3	280	10	288	1630	11016	0	2	6	0	0	0	42
15	1	2	0	1	1	1	9	0	4	0	0	7	0	1	0	3	4	0	0	0	0
16	2	7	3	33	19	13	95	18	257	0	153	1	168	1	0	5038	1	0	0	0	0
17	35	33	4	40	10	27	356	110	211	20	56	5	447	3	0	0	0	0	0	0	0
18	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	6	8	5	7	4	5	8	2	3	1	0	1	0	0	0	0	0	0	0	0	0
20	6	9	2	8	5	10	0	0	1	0	0	0	190	0	0	0	0	0	0	0	0
21	2	3	0	1	1	1	0	0	1	1217	0	6	200	25	0	0	0	0	0	0	0

NTEM 2021 AM HGV DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	4	11	0	3	1	0	0	0	0	0	0	3	12	5	0	0	12	0	0	0	0
2	0	1	0	13	8	14	0	0	1	0	3	2	12	4	0	0	12	0	3	0	0
3	0	0	0	5	2	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0
4	3	3	0	23	84	3	5	3	3	0	2	4	16	4	0	1	5	0	3	1	0
5	3	20	0	104	7	2	3	1	3	0	3	2	13	7	0	1	10	0	4	0	0
6	0	0	0	1	4	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
7	0	0	0	6	2	0	33	13	32	3	5	0	49	0	0	11	92	0	1	0	0
8	0	0	0	2	0	0	13	2	3	2	0	0	39	2	0	1	27	0	0	0	0
9	0	0	0	6	3	0	32	5	58	21	22	0	42	0	0	42	92	0	0	0	0
10	0	0	0	4	1	0	10	4	16	844	22	26	13	55	0	0	16	0	0	0	1
11	0	0	0	6	3	1	14	2	26	12	13	0	18	6	0	29	29	0	0	0	0
12	0	2	0	8	5	0	0	0	0	19	1	9	36	73	0	0	3	0	0	1	2
13	16	18	0	9	12	1	72	56	49	59	10	24	55	663	0	35	107	1	0	86	36
14	11	4	0	11	9	2	0	5	0	61	4	100	447	3165	0	10	1	0	0	0	64
15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3	0	0	0	0
16	0	0	0	4	3	1	34	5	78	0	40	0	57	9	0	1443	1	0	0	0	0
17	17	13	0	7	8	1	103	29	72	4	17	1	150	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	8	0	3	1	3	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	1	1	0	0	0	0	0	2	86	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	349	0	6	70	43	0	0	0	0	0	0	0

NTEM 2021 IP Car Commuter DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	12	28	9	10	34	5	1	0	3	23	31	40	20	76	3	7	37	3	7	10	4
2	104	156	26	38	64	4	8	0	14	30	96	47	15	45	5	23	56	5	6	20	7
3	14	21	6	17	33	0	1	0	0	5	8	7	2	7	1	4	6	1	5	4	1
4	19	34	17	255	748	44	9	19	30	7	47	82	39	28	1	59	46	1	26	50	1
5	19	32	33	595	277	42	3	24	9	8	58	126	59	48	1	32	41	2	29	27	2
6	5	1	1	33	20	28	1	18	0	2	4	66	55	32	1	19	84	0	15	25	1
7	2	4	2	8	2	0	184	89	163	26	22	7	97	20	49	39	277	9	31	7	2
8	8	1	1	12	12	9	86	7	21	4	6	10	205	20	0	10	92	2	6	2	1
9	2	15	2	20	2	0	157	19	265	41	111	3	48	2	7	115	158	6	7	4	2
10	76	30	7	11	17	2	20	3	32	1233	66	46	24	224	0	1	65	0	46	0	2
11	83	66	19	34	65	2	24	4	90	64	97	16	18	9	0	96	70	0	4	7	2
12	49	22	5	88	73	51	3	8	2	46	22	63	133	206	6	3	18	36	3	7	14
13	39	12	2	38	48	78	104	213	70	41	31	165	57	1466	0	318	59	125	0	125	367
14	142	17	11	26	61	67	15	16	3	182	15	205	1420	4582	0	8	44	8	0	73	78
15	11	3	0	1	2	1	42	0	2	0	0	5	0	0	0	32	46	0	0	0	0
16	8	21	4	47	14	13	35	8	100	1	92	4	313	12	40	2614	1	0	0	0	0
17	39	35	5	33	29	69	314	100	166	74	70	22	48	52	79	1	0	0	0	0	0
18	12	3	0	1	2	1	13	4	5	0	1	38	86	11	0	0	0	0	0	0	0
19	16	8	4	24	26	8	30	8	9	50	2	3	0	0	101	0	0	0	0	0	0
20	36	13	4	27	11	17	9	4	4	0	4	2	131	100	0	0	0	0	0	0	0
21	16	4	0	2	3	1	2	1	2	730	1	10	317	95	0	0	0	0	0	0	0

NTEM 2021 IP Car Business DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	1	4	2	18	22	3	0	0	0	3	5	12	2	12	0	0	2	0	1	1	0
2	11	10	1	4	4	0	2	0	1	1	5	2	0	2	0	0	1	0	0	1	0
3	2	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	4	6	1	14	54	3	4	3	4	1	2	4	6	2	0	3	8	0	1	1	0
5	8	3	2	57	29	2	2	2	1	0	4	8	3	2	0	2	3	0	1	0	0
6	1	0	0	3	2	2	0	0	0	0	1	3	0	0	0	0	1	0	1	0	0
7	0	0	1	4	1	0	36	16	23	6	3	1	127	1	4	14	132	0	14	1	1
8	3	0	0	2	1	0	13	1	4	1	0	0	69	3	0	3	38	0	3	0	0
9	0	1	0	5	1	0	30	7	44	7	8	1	77	0	4	33	73	0	5	1	1
10	7	1	0	3	2	0	9	1	9	587	19	17	38	125	0	0	78	0	14	0	3
11	11	3	1	3	5	0	4	1	13	12	7	1	29	0	0	24	29	0	0	0	0
12	6	1	0	12	6	2	0	0	0	11	2	6	50	38	2	0	2	0	0	0	3
13	2	0	0	15	5	0	125	73	89	127	31	52	38	1007	15	312	293	0	10	21	89
14	4	1	0	3	3	2	0	4	0	144	0	57	984	2603	1	2	8	0	0	3	55
15	1	0	0	0	0	0	8	0	2	0	0	5	3	1	0	11	26	0	1	0	0
16	1	0	0	5	1	0	22	5	52	0	32	1	352	1	10	1114	1	0	0	0	0
17	2	2	0	8	2	1	133	39	67	75	25	3	324	7	27	1	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	2	0	0	1	1	0	15	3	5	14	0	0	10	0	5	0	0	0	0	0	0
20	2	0	0	0	0	0	1	0	1	0	0	0	21	3	0	0	0	0	0	0	0
21	2	0	0	0	0	0	0	0	1	258	0	3	83	50	0	0	0	0	0	0	0

NTEM 2021 IP Car Other DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	32	79	21	15	32	15	3	4	8	57	81	44	165	150	8	11	160	8	33	23	11
2	133	377	40	51	126	7	12	3	39	75	167	74	18	78	8	32	63	8	8	28	11
3	30	39	14	38	67	1	2	2	2	18	38	11	6	23	2	7	16	2	13	7	2
4	22	50	44	492	1131	63	16	22	33	11	70	93	44	48	1	50	53	2	54	53	2
5	43	125	73	1186	544	58	6	22	10	21	90	147	108	116	2	27	74	2	31	25	2
6	9	4	4	40	59	26	0	27	0	3	7	67	101	83	1	27	127	2	20	36	2
7	7	14	4	17	5	2	735	236	305	27	28	12	444	27	4	36	566	0	7	0	0
8	3	3	2	19	31	31	209	17	45	3	9	13	363	15	0	9	179	0	2	0	0
9	10	57	3	34	11	0	316	50	682	27	138	8	265	4	1	171	315	0	2	0	0
10	83	79	6	14	26	3	29	4	33	3519	152	131	14	325	0	2	48	0	1	0	5
11	133	212	53	71	142	3	35	8	128	150	273	47	86	25	0	280	136	0	3	7	2
12	61	122	16	146	142	58	6	9	3	153	43	183	328	604	5	3	37	31	4	6	14
13	81	17	4	70	112	106	450	372	230	21	76	288	163	3096	0	206	411	83	1	135	37
14	173	87	20	49	86	91	22	18	4	382	20	517	3148	14117	0	3	69	0	0	1	15
15	12	7	1	1	3	1	3	0	0	0	0	7	0	0	0	3	1	0	0	0	0
16	29	47	12	78	41	26	55	14	191	2	286	8	326	4	3	6974	2	0	0	0	0
17	93	70	12	62	49	118	594	184	286	36	122	31	509	72	3	2	0	0	0	0	0
18	13	8	1	1	2	1	0	0	0	0	0	5	3	0	0	0	0	0	0	0	0
19	29	15	6	60	33	15	10	3	3	2	4	4	0	0	3	0	0	0	0	0	0
20	40	32	11	59	28	32	1	2	1	0	6	2	90	4	0	0	0	0	0	0	0
21	17	11	1	1	4	1	0	0	0	714	1	4	96	21	0	0	0	0	0	0	0

NTEM 2021 IP LGV DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	14	29	4	17	12	4	1	4	2	9	18	12	39	36	1	3	52	2	20	5	2
2	59	46	16	29	49	3	5	1	11	13	50	24	8	18	3	7	23	2	4	9	4
3	3	14	1	13	15	0	1	0	1	2	9	3	1	7	0	3	3	0	4	2	1
4	25	26	12	110	265	20	23	10	16	6	26	23	70	13	1	26	33	1	9	12	2
5	18	47	17	248	70	15	7	4	7	7	25	30	29	27	1	15	18	0	9	8	1
6	2	2	2	16	17	3	0	4	0	3	1	26	18	20	1	8	26	0	4	9	1
7	1	5	1	23	5	1	141	59	89	19	11	2	159	1	1	24	265	0	2	0	0
8	0	1	0	8	5	12	54	6	19	5	3	3	130	4	0	5	83	0	0	0	0
9	2	14	1	15	6	0	101	23	180	23	59	1	104	1	0	97	166	0	1	0	0
10	15	9	1	9	7	1	21	18	28	2105	63	63	33	206	0	0	84	0	1	0	2
11	30	44	12	23	30	1	14	3	48	99	44	8	31	4	0	67	40	0	0	1	0
12	26	28	4	21	29	14	2	2	1	46	10	41	105	193	1	2	11	0	2	1	2
13	43	18	1	86	33	21	238	173	97	128	29	100	136	1677	0	29	305	6	0	343	292
14	74	16	4	17	21	16	2	14	1	212	5	196	1251	7632	0	1	8	0	0	0	15
15	3	1	0	1	1	0	6	0	1	0	0	7	0	0	0	2	7	0	0	0	0
16	6	7	3	24	16	8	48	9	113	0	104	1	148	0	0	3552	0	0	0	0	0
17	54	29	4	26	16	33	319	89	143	57	36	10	450	5	1	1	0	0	0	0	0
18	3	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	11	14	3	12	7	5	8	1	2	1	0	3	0	0	0	0	0	0	0	0	0
20	11	6	3	10	7	10	0	0	1	0	1	2	332	0	0	0	0	0	0	0	0
21	4	2	0	0	1	0	0	0	0	859	0	5	278	26	0	0	0	0	0	0	0

NTEM 2021 IP HGV DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	0	7	0	1	1	0	0	1	0	0	1	2	14	0	0	0	13	0	1	0	0
2	13	0	3	6	2	0	0	0	0	0	0	0	9	0	0	0	3	0	0	0	0
3	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
4	0	1	1	11	38	1	2	1	1	0	2	0	4	0	0	2	1	0	1	0	0
5	0	4	2	33	3	0	1	0	1	0	1	3	16	6	0	1	6	0	5	0	0
6	0	0	0	1	0	0	0	0	0	0	0	2	1	1	0	0	1	0	0	0	0
7	2	0	0	3	1	0	19	7	16	2	2	0	29	1	0	4	50	0	0	0	0
8	0	0	0	1	0	0	7	1	2	3	0	0	22	1	0	1	14	0	0	0	0
9	1	0	0	2	2	0	17	2	26	6	10	0	21	0	0	17	33	0	0	0	0
10	0	0	0	2	1	0	4	3	7	395	9	16	8	36	0	0	10	0	0	0	0
11	4	0	0	3	2	0	3	0	10	5	5	0	8	0	0	13	8	0	0	0	0
12	1	4	0	2	1	0	0	0	0	12	0	7	20	39	0	0	1	0	0	0	1
13	7	9	1	4	7	0	47	33	23	55	5	15	26	302	0	9	71	0	0	86	65
14	7	1	0	2	2	0	0	3	0	30	3	50	217	1424	0	4	1	0	0	0	1
15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	4	0	0	0	0
16	0	0	0	1	1	1	8	1	20	0	21	0	24	2	0	670	0	0	0	0	0
17	11	4	0	2	2	0	57	15	31	5	7	1	99	1	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	6	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	1	0	0	0	0	0	1	86	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	162	0	2	79	16	0	0	0	0	0	0	0

NTEM 2021 PM Car Commuter DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	29	257	35	43	83	18	5	7	9	67	126	83	62	146	8	15	69	8	32	25	10
2	134	489	83	52	194	12	23	1	53	66	246	217	20	95	9	41	67	10	16	38	13
3	11	57	14	32	61	2	13	0	4	14	69	14	3	19	1	14	20	3	7	13	2
4	31	105	70	442	1579	78	63	133	65	33	118	267	166	72	4	110	81	4	44	45	5
5	69	141	58	979	601	54	13	67	20	45	168	210	100	119	5	50	63	4	27	21	6
6	15	17	6	107	130	33	0	60	1	12	25	152	92	73	2	43	97	4	17	34	3
7	2	20	7	20	10	4	579	424	496	92	127	13	382	26	95	278	830	11	111	24	21
8	5	8	6	36	45	25	233	26	89	30	52	18	792	120	0	99	289	2	20	6	7
9	10	73	4	51	28	0	545	92	725	164	512	14	212	6	20	585	532	5	23	7	12
10	50	101	11	29	48	17	34	12	93	4389	259	188	116	1155	0	2	248	0	140	0	5
11	115	186	62	73	119	14	53	19	243	147	229	75	52	31	1	282	163	2	3	5	4
12	87	82	18	142	287	72	22	36	17	137	68	196	422	775	19	8	39	16	7	5	30
13	67	52	8	133	302	129	357	690	179	88	167	652	199	5153	4	1251	268	165	2	358	396
14	150	138	42	78	183	85	28	52	4	492	45	649	5091	16366	0	19	78	5	0	124	146
15	5	9	2	3	6	2	34	1	8	0	1	17	0	0	0	82	84	0	0	0	0
16	13	47	41	83	86	37	106	28	284	2	292	15	1129	21	179	9196	1	0	0	0	0
17	91	196	35	101	196	152	1129	421	592	256	351	70	222	94	243	6	1	0	0	0	0
18	5	9	5	3	4	3	68	28	25	0	1	154	581	32	0	0	0	0	0	0	0
19	18	52	59	156	88	16	86	29	34	186	3	8	3	3	376	0	0	0	0	0	0
20	13	34	29	85	59	26	33	24	16	0	9	20	692	392	0	0	0	0	0	0	0
21	7	13	2	5	10	4	5	2	5	1563	2	24	733	353	0	0	0	0	0	0	0

NTEM 2021 PM Car Business DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	1	15	3	4	5	3	0	1	0	3	5	3	1	3	0	0	1	0	1	0	0
2	6	31	6	4	13	1	2	0	2	3	12	14	1	5	0	1	2	0	0	2	1
3	3	4	1	2	3	0	1	0	0	1	2	1	0	1	0	0	0	0	0	1	0
4	2	7	5	24	90	5	6	9	5	1	6	17	11	5	0	4	7	0	2	1	0
5	8	13	4	69	44	4	2	7	2	2	8	11	7	7	0	2	3	0	1	0	0
6	0	1	1	7	13	2	0	2	0	0	1	9	1	2	0	0	1	0	1	0	0
7	0	2	1	3	1	0	37	28	25	12	9	0	161	1	5	40	131	0	24	4	2
8	0	2	0	3	3	0	14	2	8	3	5	1	100	11	0	13	45	0	6	1	1
9	1	3	1	1	0	0	32	7	44	24	29	0	84	0	8	65	72	0	8	2	3
10	1	2	1	3	4	0	6	2	12	510	21	17	34	161	0	0	65	0	17	0	5
11	7	6	4	7	8	1	6	3	17	16	10	2	40	0	0	37	34	0	0	0	0
12	5	5	1	7	13	3	1	6	1	17	3	9	82	60	5	0	3	0	0	0	5
13	1	1	0	6	5	1	210	134	72	146	64	123	29	1683	20	761	478	1	16	58	130
14	1	4	1	3	4	1	0	8	0	148	1	47	1124	2564	2	5	8	0	0	7	68
15	0	0	0	0	1	0	2	0	3	0	0	3	2	1	0	13	13	0	0	0	0
16	0	1	1	2	2	0	26	6	46	0	37	1	425	5	28	1106	1	0	0	0	0
17	1	4	1	7	3	1	208	74	83	157	62	8	540	26	55	2	0	0	0	0	0
18	0	0	0	0	0	0	2	1	1	0	0	4	15	1	0	0	0	0	0	0	0
19	0	2	0	3	2	0	28	8	8	32	0	0	19	2	19	0	0	0	0	0	0
20	0	1	2	1	0	0	3	2	2	0	0	1	40	17	0	0	0	0	0	0	0
21	0	0	0	0	1	0	1	0	1	205	0	3	63	61	0	0	0	0	0	0	0

NTEM 2021 PM Car Other DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	13	65	7	10	19	0	1	3	5	34	46	38	38	124	4	7	31	5	11	13	6
2	50	352	52	39	109	3	20	8	54	58	141	97	12	68	6	28	51	7	4	24	9
3	5	33	11	30	36	0	7	0	4	8	27	7	3	6	1	16	15	3	5	14	1
4	9	28	29	370	764	46	25	39	31	9	71	96	51	33	1	58	43	1	41	45	1
5	14	73	44	888	438	28	6	49	18	21	93	113	70	85	2	44	40	2	19	19	3
6	1	2	0	70	53	21	0	23	1	2	3	58	81	98	0	32	109	1	10	28	0
7	0	16	11	30	6	1	694	374	276	17	48	5	491	9	1	75	646	0	9	1	0
8	0	2	0	26	21	9	188	24	71	3	24	7	398	17	0	24	205	0	2	0	0
9	1	47	6	14	7	0	318	82	647	51	182	3	505	8	1	251	345	0	3	0	1
10	15	38	4	8	15	1	17	5	46	4068	162	132	11	294	0	1	46	0	3	0	7
11	25	109	24	32	61	1	46	18	144	143	236	33	90	20	0	315	156	0	6	4	2
12	16	54	7	67	106	24	8	8	3	135	33	156	398	541	4	4	16	2	5	2	5
13	4	18	1	30	53	33	532	512	419	14	109	367	183	3853	0	330	276	31	1	5	12
14	17	38	7	14	40	29	9	14	2	272	8	469	3648	15831	1	4	28	0	0	1	14
15	1	4	0	0	2	0	1	0	1	0	0	6	0	0	0	4	2	0	0	0	0
16	2	24	12	25	21	9	70	22	219	1	323	3	356	2	6	8199	2	0	0	0	0
17	4	49	7	34	36	46	737	273	357	42	176	20	127	29	5	2	0	0	0	0	0
18	1	5	3	0	1	0	2	1	1	0	0	10	9	1	0	0	0	0	0	0	0
19	2	8	5	21	14	4	13	5	4	5	2	2	1	0	8	0	0	0	0	0	0
20	4	16	8	21	5	8	1	2	1	0	5	6	11	9	0	0	0	0	0	0	0
21	2	6	1	1	3	0	0	0	1	795	1	4	18	22	0	0	0	0	0	0	0

NTEM 2021 PM LGV DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	7	22	5	47	22	0	1	9	2	8	24	38	11	40	1	2	9	1	11	4	2
2	29	41	30	23	52	6	11	4	15	14	63	48	7	25	2	11	19	2	3	8	3
3	2	22	2	10	11	0	2	0	2	2	12	3	0	3	0	6	3	1	0	5	0
4	25	22	19	101	412	21	42	17	32	6	38	40	88	22	1	33	45	0	6	14	1
5	25	62	18	195	61	19	12	8	19	15	49	44	29	42	2	28	15	1	4	11	3
6	3	11	0	31	22	2	0	11	0	1	2	29	21	57	0	10	37	0	4	10	0
7	0	12	5	45	6	0	164	160	126	23	40	3	208	1	0	55	352	0	2	0	0
8	0	2	0	19	6	8	64	8	28	4	9	4	161	7	0	12	106	0	0	0	0
9	0	16	3	54	8	0	129	21	207	54	144	2	103	4	0	193	222	0	1	0	0
10	4	8	1	12	8	2	12	8	41	2629	93	100	30	295	0	0	58	0	0	0	2
11	13	41	9	26	28	2	17	3	63	68	41	13	30	7	0	91	45	0	0	1	0
12	9	30	2	32	34	13	1	3	1	63	14	47	125	239	1	3	5	0	1	1	2
13	17	19	1	160	38	17	282	233	120	57	72	156	168	2180	0	42	316	2	0	237	276
14	38	8	2	20	18	14	1	19	1	202	2	193	1662	9700	0	1	3	0	0	0	12
15	1	2	0	1	1	0	6	0	2	0	0	6	0	0	0	3	3	0	0	0	0
16	1	9	6	33	10	4	60	9	170	0	124	1	202	0	0	4403	1	0	0	0	0
17	22	50	6	59	20	23	451	128	227	33	65	13	532	3	0	1	0	0	0	0	0
18	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	20	21	5	8	9	2	10	2	4	1	0	2	0	0	0	0	0	0	0	0	0
20	2	7	6	9	5	4	1	0	1	0	1	1	273	0	0	0	0	0	0	0	0
21	1	2	0	1	2	1	0	0	1	1064	0	5	220	30	0	0	0	0	0	0	0

NTEM 2021 PM HGV DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	0	0	0	1	3	0	0	0	0	0	0	7	2	6	0	0	1	0	0	0	0
2	0	2	2	4	1	0	0	0	1	0	1	0	2	0	0	0	1	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	8	31	1	2	1	1	0	1	2	3	2	0	0	3	0	1	0	0
5	5	9	1	29	3	1	1	1	1	2	4	6	6	2	0	1	4	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
7	0	0	0	2	0	0	21	7	14	15	2	0	84	2	0	5	48	0	0	0	0
8	0	0	0	1	1	0	7	1	2	1	0	0	44	6	0	1	13	0	0	0	0
9	0	0	0	2	0	0	16	2	26	3	9	0	19	0	0	23	29	0	0	0	0
10	0	0	0	0	1	0	3	0	7	373	8	9	1	26	0	0	4	0	0	0	0
11	0	0	0	1	1	0	3	0	7	4	7	3	3	1	0	12	8	0	0	0	0
12	0	0	0	1	4	0	0	0	0	6	0	4	7	40	0	0	0	0	0	0	0
13	1	5	0	1	11	0	49	33	21	2	5	9	24	284	0	6	55	0	0	0	49
14	2	3	1	2	7	0	0	5	0	19	1	39	198	1347	0	3	0	0	0	0	22
15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
16	0	0	0	2	0	0	7	1	22	0	18	0	28	0	0	628	0	0	0	0	0
17	11	4	1	3	5	0	56	16	28	1	8	1	255	1	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	3	0	0	1	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	153	0	0	49	32	0	0	0	0	0	0	0

NTEM 2036 AM Car Commuter DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	16	88	4	16	40	10	1	2	3	33	66	32	23	70	2	17	33	3	5	8	3
2	145	693	53	96	257	13	19	2	64	71	197	100	29	190	15	42	195	15	14	63	20
3	37	104	6	78	117	2	6	7	7	12	70	15	8	32	2	23	18	2	11	15	3
4	20	47	28	448	1145	164	15	33	56	12	67	155	98	51	2	111	78	3	110	98	2
5	50	222	41	1718	782	111	4	60	21	38	151	379	115	128	5	98	63	2	23	27	7
6	5	5	2	53	29	36	0	21	0	3	1	47	106	62	1	32	149	2	24	38	1
7	3	34	7	99	27	7	655	466	666	39	68	20	307	11	12	122	1317	73	95	36	6
8	8	3	0	87	42	52	326	26	48	10	14	33	564	38	0	18	403	18	24	15	1
9	3	56	2	80	21	0	463	40	756	87	245	15	150	3	15	262	710	27	39	20	5
10	86	74	9	44	71	16	96	16	164	5188	174	139	64	355	0	2	261	0	213	0	15
11	97	240	37	190	259	25	166	28	541	251	236	83	114	38	2	360	468	3	23	47	6
12	59	166	17	328	242	140	8	23	6	306	79	291	740	733	28	13	74	280	5	12	40
13	57	11	4	280	145	136	426	909	271	177	65	445	233	6364	0	1133	135	578	0	609	566
14	163	79	31	111	158	159	22	142	9	1029	46	811	5767	19449	0	33	71	32	2	532	394
15	8	7	1	8	8	3	53	0	24	0	5	24	0	0	0	196	231	0	0	0	0
16	20	44	9	146	59	47	358	57	833	2	441	19	1415	22	98	11085	4	0	0	0	0
17	56	48	23	186	76	124	1013	324	681	256	212	40	218	26	97	1	1	0	0	0	0
18	8	7	2	4	4	4	9	3	3	0	5	16	52	4	0	0	0	0	0	0	0
19	19	4	45	63	34	23	147	26	30	146	4	8	0	0	175	0	0	0	0	0	0
20	22	25	7	25	9	30	29	13	6	0	20	9	415	185	0	0	0	0	0	0	0
21	11	10	1	8	10	5	19	4	13	5187	2	48	492	165	0	0	0	0	0	0	0

NTEM 2036 AM Car Business DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	1	4	0	2	10	1	0	0	0	11	25	3	0	8	0	3	0	0	0	0	0
2	7	42	5	2	29	1	1	0	3	3	10	8	1	8	1	3	4	0	0	3	1
3	5	4	0	1	5	0	0	0	0	1	15	0	0	2	0	0	0	0	0	0	0
4	2	2	1	12	75	8	3	3	2	0	10	6	6	2	0	2	4	0	1	1	0
5	5	24	4	68	65	10	1	4	0	2	9	16	3	5	0	3	1	0	0	0	0
6	0	1	0	5	4	2	0	1	0	0	0	2	0	1	0	0	1	0	1	0	0
7	0	3	3	4	3	0	19	15	20	4	5	1	219	0	0	20	194	0	29	2	0
8	1	0	0	3	3	2	9	1	2	0	17	2	109	5	0	4	68	0	8	1	0
9	0	3	1	4	4	0	17	4	38	9	10	1	105	0	2	36	98	0	10	1	1
10	24	2	0	3	7	0	11	3	24	512	21	23	73	178	0	0	198	0	34	0	4
11	13	13	3	5	15	2	7	2	16	11	9	3	65	2	0	32	71	0	0	2	0
12	3	15	3	12	23	8	0	1	0	13	3	11	120	45	3	1	9	0	0	0	2
13	1	1	0	13	12	1	95	65	109	30	19	57	32	1338	2	289	135	0	21	14	16
14	1	8	1	9	14	2	0	8	0	146	0	58	2038	2797	2	9	23	0	1	6	53
15	0	0	0	0	1	0	3	0	5	0	2	8	5	2	0	29	43	0	1	0	0
16	7	1	1	7	7	0	39	9	60	0	48	1	929	6	10	1101	3	0	0	0	0
17	1	3	1	12	12	1	104	39	114	36	30	4	345	4	4	1	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
19	1	0	0	3	4	1	21	6	20	11	3	0	19	0	1	0	0	0	0	0	0
20	1	2	2	0	0	0	3	1	2	0	0	0	65	8	0	0	0	0	0	0	0
21	0	1	0	1	1	0	2	1	3	275	0	6	127	83	0	0	0	0	0	0	0

NTEM 2036 AM Car Other DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	24	651	17	16	45	7	2	5	8	44	108	39	81	77	4	10	76	4	13	11	6
2	201	996	46	75	264	20	19	4	75	74	194	121	59	285	11	37	100	10	8	38	15
3	13	67	9	19	105	3	2	3	3	19	67	30	3	19	1	15	8	1	5	7	1
4	13	63	36	297	1407	97	12	16	40	16	101	124	62	36	1	64	45	2	51	53	2
5	29	146	48	910	683	80	4	31	17	40	149	258	91	130	4	46	50	1	16	11	6
6	9	3	1	59	36	27	1	21	0	5	3	42	128	86	2	34	160	2	20	38	2
7	3	18	9	18	5	4	1016	289	308	6	19	20	360	26	0	17	587	0	4	0	0
8	7	4	2	29	25	32	285	18	25	1	8	13	317	9	0	3	166	0	1	0	0
9	5	34	6	16	6	1	239	16	789	13	59	15	107	8	0	48	200	0	1	0	0
10	108	75	13	17	40	12	16	3	32	3495	148	294	10	184	0	2	47	6	5	0	6
11	112	224	47	98	239	20	40	11	164	119	294	76	67	42	1	256	150	1	11	16	2
12	107	191	13	194	249	109	9	15	6	253	105	435	393	611	9	10	51	91	3	8	14
13	209	42	6	52	224	134	321	232	126	16	54	228	163	2353	0	86	221	128	0	0	0
14	356	88	15	52	182	132	34	16	12	203	78	696	2974	12223	0	2	81	0	0	0	5
15	12	9	2	2	4	3	0	0	0	1	2	21	0	0	0	2	0	0	0	0	0
16	33	66	21	62	51	56	65	13	202	3	354	14	335	6	1	6603	2	0	0	0	0
17	188	57	22	34	116	128	487	130	220	18	87	43	459	59	0	1	1	0	0	0	0
18	12	8	5	2	2	4	0	0	0	1	1	16	0	0	0	0	0	0	0	0	0
19	43	12	27	53	53	25	10	2	2	2	8	12	0	0	0	0	0	0	0	0	0
20	33	30	14	41	16	42	0	1	0	0	9	4	1	0	0	0	0	0	0	0	0
21	18	12	2	3	5	4	0	0	1	664	1	44	2	10	0	0	0	0	0	0	0

NTEM 2036 AM LGV DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	15	42	1	32	19	2	1	1	2	9	26	14	34	29	2	1	52	2	11	6	3
2	57	39	21	50	108	10	5	4	16	13	79	48	19	43	3	19	54	3	11	14	4
3	4	51	2	25	32	2	1	1	2	3	11	6	2	13	1	17	6	1	5	7	1
4	25	37	12	117	405	55	26	22	26	6	31	30	107	13	0	30	39	0	17	14	1
5	35	86	17	537	68	25	10	9	15	23	44	57	33	36	6	30	19	1	9	6	8
6	0	4	0	24	10	2	0	7	0	2	2	13	30	17	1	13	28	0	4	10	1
7	1	14	5	49	7	2	222	143	164	27	22	3	272	1	0	65	439	0	3	0	0
8	0	2	1	22	7	11	117	13	32	3	5	2	200	9	0	12	142	0	1	0	0
9	5	23	3	48	10	1	149	35	364	38	104	3	176	2	0	192	348	0	1	0	0
10	13	16	2	21	11	5	34	18	96	3940	123	110	23	300	0	0	110	0	1	0	3
11	32	81	15	38	57	10	42	9	152	148	69	16	74	10	2	134	112	0	0	1	0
12	21	74	3	59	52	44	3	4	1	102	17	71	238	317	1	4	16	0	1	1	3
13	45	29	1	149	33	21	321	249	199	54	45	172	255	3206	0	52	400	4	1	252	239
14	109	32	3	45	62	27	2	35	4	372	13	383	2167	14650	0	3	7	0	0	0	56
15	2	3	0	1	1	1	12	0	5	0	0	9	0	1	0	5	5	0	0	0	0
16	4	9	4	44	26	17	126	23	342	0	204	1	223	1	1	6701	2	0	0	0	0
17	55	44	5	54	14	35	473	146	281	27	75	7	595	3	0	1	0	0	0	0	0
18	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	9	11	6	10	5	6	11	3	4	1	0	2	0	0	0	0	0	0	0	0	0
20	9	12	3	11	7	13	1	0	1	0	1	1	253	0	0	0	0	0	0	0	0
21	3	4	0	1	1	1	0	0	2	1618	0	7	266	34	0	0	0	0	0	0	0

NTEM 2036 AM HGV DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	6	14	0	4	2	0	0	0	0	0	0	4	16	7	0	0	16	0	0	0	0
2	1	1	0	15	10	16	0	0	1	0	3	3	14	4	0	1	14	0	3	0	0
3	0	0	0	6	3	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0
4	4	3	0	27	96	4	6	3	4	0	3	5	19	4	0	2	6	0	4	1	0
5	4	23	0	120	8	2	3	1	3	0	3	2	15	8	0	1	12	0	4	0	0
6	0	0	0	2	4	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
7	0	0	0	7	2	0	38	15	37	3	6	0	56	0	0	12	105	0	1	0	0
8	0	0	0	3	0	0	15	2	4	3	0	0	45	3	0	1	31	0	0	0	0
9	0	0	0	7	3	0	36	5	66	25	25	0	49	0	0	48	105	0	1	0	0
10	0	0	0	5	1	0	12	4	18	971	26	30	15	64	0	0	18	0	0	0	1
11	0	0	0	7	4	1	17	2	30	14	15	0	21	7	0	33	33	0	0	0	0
12	0	3	0	9	6	0	0	0	0	22	1	11	42	84	0	0	3	0	0	1	2
13	22	20	0	10	14	1	83	64	56	68	11	28	63	762	0	40	123	2	0	98	42
14	15	4	0	12	10	2	0	6	0	71	5	115	515	3641	0	12	2	0	0	0	73
15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	4	0	0	0	0
16	0	0	0	4	4	1	39	6	90	0	46	0	66	10	0	1659	2	0	0	0	0
17	23	15	0	8	9	1	118	34	83	4	19	1	172	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	10	0	3	1	4	0	3	1	1	0	0	1	0	0	0	0	0	0	0	0	0
20	0	0	0	0	1	1	0	0	0	0	0	2	99	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	401	0	7	80	50	0	0	0	0	0	0	0

NTEM 2036 IP Car Commuter DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	14	34	10	11	44	6	1	0	4	27	36	50	25	89	3	8	44	4	9	12	5
2	140	184	27	39	70	4	8	0	15	33	102	51	16	45	5	22	63	6	6	22	7
3	17	21	7	16	35	0	0	0	0	4	8	8	2	6	0	4	6	1	5	4	1
4	23	35	17	245	762	42	8	18	27	6	65	90	39	26	1	56	46	1	26	49	1
5	26	36	34	618	309	44	3	24	8	8	76	140	65	49	1	32	45	2	31	29	2
6	6	1	1	32	20	26	1	17	0	2	4	65	54	29	1	18	83	0	15	24	1
7	2	4	2	9	2	0	193	88	163	26	24	8	105	20	51	40	299	9	33	8	2
8	10	1	1	11	12	8	83	6	18	3	6	9	202	18	0	9	92	1	6	2	1
9	3	14	1	19	2	0	155	17	246	36	105	3	49	2	6	107	163	5	8	4	2
10	105	34	6	11	18	3	19	2	28	1334	67	56	28	229	0	1	68	0	50	0	2
11	97	68	19	55	83	4	26	5	89	60	96	22	21	11	0	112	85	0	8	13	2
12	63	23	4	95	85	52	3	8	2	64	26	88	151	242	8	3	24	48	5	9	19
13	58	15	2	42	58	86	120	231	77	46	37	192	63	1588	0	355	67	130	0	141	394
14	201	19	11	27	70	68	15	16	4	193	18	238	1484	4868	0	8	45	8	0	74	79
15	16	3	0	1	2	1	45	0	2	0	0	6	0	0	0	33	50	0	0	0	0
16	11	25	4	51	16	14	39	9	106	1	110	4	359	13	44	2801	1	0	0	0	0
17	56	43	6	36	35	76	351	106	176	80	80	27	53	57	86	1	0	0	0	0	0
18	16	3	0	1	2	1	14	4	5	0	1	50	90	11	0	0	0	0	0	0	0
19	23	9	4	26	30	9	33	8	9	53	3	3	0	0	107	0	0	0	0	0	0
20	50	15	4	29	12	18	9	4	4	0	6	3	145	107	0	0	0	0	0	0	0
21	23	5	0	2	3	1	2	1	2	769	1	13	354	100	0	0	0	0	0	0	0

NTEM 2036 IP Car Business DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	2	6	4	25	47	6	0	0	0	7	9	27	5	24	1	0	5	0	1	1	1
2	27	17	2	3	7	0	2	0	1	1	9	2	0	2	0	1	2	0	0	1	0
3	4	2	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	4	5	0	4	40	2	3	2	3	0	2	2	5	1	0	2	6	0	0	0	0
5	28	3	3	63	58	3	3	3	2	0	6	14	5	3	0	2	5	0	1	0	0
6	2	0	0	2	3	2	0	0	0	0	1	3	0	0	0	0	1	0	1	0	0
7	0	0	0	3	1	0	39	16	24	6	3	1	139	1	4	15	146	0	15	1	1
8	4	0	0	1	3	0	13	1	4	1	0	0	69	3	0	3	39	0	3	0	0
9	0	1	0	3	2	0	30	6	43	6	8	1	79	0	4	33	76	0	5	1	1
10	13	1	0	2	2	0	9	1	9	639	19	19	42	135	0	0	86	0	15	0	3
11	16	6	1	3	9	0	5	2	12	11	7	1	29	0	0	25	31	0	0	1	0
12	10	2	0	10	13	2	0	1	0	12	3	10	52	43	2	0	2	0	0	0	3
13	3	1	0	11	7	0	138	76	94	142	32	55	42	1106	16	347	323	0	11	23	99
14	8	3	0	2	4	2	0	4	0	155	0	61	1075	2826	1	2	9	0	1	4	59
15	2	0	0	0	0	0	9	0	2	0	0	5	3	1	0	12	29	0	1	0	0
16	2	1	0	4	2	0	23	5	55	0	33	1	391	1	10	1216	2	0	0	0	0
17	3	4	0	6	3	1	148	41	72	83	27	3	355	7	30	1	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	3	1	0	1	1	0	17	4	6	15	0	0	11	0	5	0	0	0	0	0	0
20	3	1	0	0	0	0	2	0	1	0	0	0	23	3	0	0	0	0	0	0	0
21	3	0	0	0	0	0	0	0	1	281	0	3	91	54	0	0	0	0	0	0	0

NTEM 2036 IP Car Other DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	45	160	26	21	49	21	5	5	13	81	104	62	240	209	10	15	229	10	46	28	14
2	248	608	46	86	168	14	20	3	46	122	228	108	29	121	14	47	89	13	11	46	20
3	40	49	14	39	72	1	3	2	1	19	36	12	6	23	1	7	17	2	13	7	2
4	31	66	43	538	1302	83	18	22	30	12	115	118	51	53	1	51	60	2	59	53	2
5	65	220	74	1341	659	75	6	24	10	24	141	174	133	137	2	29	89	2	36	27	2
6	13	13	5	48	83	32	0	29	0	4	12	93	136	110	1	28	165	2	23	38	2
7	10	16	5	19	6	3	876	245	306	32	30	13	540	30	4	39	674	0	8	0	0
8	4	2	2	19	32	33	216	15	39	3	12	12	380	15	0	8	186	0	2	0	0
9	14	68	3	34	12	0	346	47	628	28	130	9	295	5	1	167	354	0	3	0	0
10	124	110	6	15	31	5	33	4	30	4279	163	192	18	381	0	2	57	0	2	0	6
11	180	265	55	112	193	6	42	11	123	167	283	61	105	33	0	312	166	0	8	15	3
12	83	165	15	164	167	69	7	9	4	173	46	255	384	667	3	4	49	7	5	7	5
13	124	25	4	83	145	153	557	403	242	26	91	353	193	3675	0	229	494	93	1	151	43
14	255	132	21	55	104	119	25	18	5	453	24	654	3691	16584	0	3	81	0	0	1	16
15	17	10	1	1	3	1	4	0	0	0	0	11	0	0	0	3	1	0	0	0	0
16	48	69	13	98	55	37	74	16	213	3	348	11	441	6	3	8353	2	0	0	0	0
17	140	103	13	72	60	158	723	196	301	45	133	40	613	86	3	2	1	0	0	0	0
18	17	10	1	1	3	1	0	0	0	1	0	10	3	0	0	0	0	0	0	0	0
19	41	20	6	66	38	18	12	3	3	3	10	7	1	0	3	0	0	0	0	0	0
20	56	40	10	64	32	38	1	2	1	0	11	3	101	4	0	0	0	0	0	0	0
21	26	15	1	1	5	2	0	0	0	844	1	6	117	24	0	0	0	0	0	0	0

NTEM 2036 IP LGV DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	25	51	6	29	21	7	2	8	3	16	32	21	69	63	3	5	90	3	35	9	4
2	108	62	22	39	65	3	7	1	15	17	67	32	10	23	3	10	30	3	6	12	5
3	6	19	2	17	20	1	1	1	1	3	12	4	1	10	1	3	4	0	5	3	1
4	45	34	16	147	352	27	31	14	21	8	35	30	93	17	2	34	44	1	12	17	3
5	32	62	23	329	94	20	9	6	10	9	33	39	38	36	1	21	24	1	12	11	2
6	3	3	2	22	23	4	0	6	0	4	2	35	24	26	1	11	34	0	6	12	2
7	1	7	2	30	6	1	187	79	119	26	15	3	211	2	1	31	352	0	2	0	0
8	0	1	0	11	6	16	71	7	26	6	4	4	173	6	0	7	111	0	0	0	0
9	4	19	1	19	9	0	135	30	239	30	78	2	138	2	0	129	221	0	1	0	0
10	27	12	1	12	9	1	28	24	38	2800	84	83	44	274	0	0	112	0	1	0	2
11	55	59	16	31	40	2	18	4	64	132	59	11	41	6	0	89	53	0	1	1	0
12	48	38	5	28	39	19	3	2	1	61	14	54	139	257	1	2	15	0	3	2	3
13	79	24	2	114	44	28	317	230	129	170	38	133	181	2230	0	39	406	8	0	457	388
14	134	22	6	22	29	22	3	18	1	283	7	260	1664	10150	0	1	10	0	0	0	19
15	5	2	0	1	1	0	8	0	2	0	0	10	0	0	0	3	9	0	0	0	0
16	10	9	4	31	21	10	64	12	150	0	138	1	196	1	0	4724	1	0	0	0	0
17	97	39	5	35	22	43	424	118	190	76	48	14	599	6	1	1	0	0	0	0	0
18	6	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	20	19	3	16	10	7	10	2	3	2	1	4	0	0	0	0	0	0	0	0	0
20	19	8	4	13	9	14	1	0	1	0	1	2	442	0	0	0	0	0	0	0	0
21	7	3	0	1	2	0	0	0	1	1142	0	7	370	35	0	0	0	0	0	0	0

NTEM 2036 IP HGV DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	0	11	0	2	1	0	0	2	0	0	1	3	22	0	0	0	20	0	1	0	0
2	21	0	3	7	2	0	0	0	0	0	0	0	10	0	0	0	3	0	0	0	0
3	0	1	0	2	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
4	1	1	1	13	44	1	2	1	1	0	2	0	5	0	0	2	2	0	1	0	0
5	0	5	2	38	4	0	1	0	1	0	1	4	18	7	0	1	7	0	6	1	0
6	0	0	0	1	0	0	0	0	0	0	0	2	1	1	0	0	1	0	0	0	0
7	3	0	0	3	1	0	22	8	19	3	3	0	33	1	0	5	57	0	0	0	0
8	0	0	0	1	0	0	8	1	2	3	0	0	25	1	0	1	16	0	0	0	0
9	1	0	0	3	2	0	20	3	30	7	12	0	25	0	0	19	38	0	0	0	0
10	0	0	0	2	1	0	4	3	8	454	10	18	9	42	0	0	12	0	0	0	0
11	6	0	0	4	2	0	3	0	11	6	6	0	9	0	0	15	9	0	0	0	0
12	1	5	0	2	1	0	0	0	0	14	0	7	23	45	0	0	2	0	0	0	1
13	12	11	1	5	8	0	54	38	27	63	6	17	29	347	0	10	82	0	0	98	74
14	11	1	0	2	2	0	0	3	0	35	3	58	250	1638	0	4	1	0	0	0	1
15	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	4	0	0	0	0
16	0	0	0	1	1	1	10	1	23	0	24	0	28	2	0	771	0	0	0	0	0
17	17	5	0	3	3	0	66	17	35	6	8	1	114	1	1	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	10	0	1	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	1	0	0	0	0	0	1	99	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	186	0	3	91	19	0	0	0	0	0	0	0

NTEM 2036 PM Car Commuter DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	25	269	31	43	88	18	5	7	11	67	115	81	67	148	8	15	72	8	32	25	10
2	157	701	112	70	250	11	33	1	57	79	292	296	36	139	11	48	90	12	27	44	15
3	10	56	11	28	57	2	12	0	4	12	57	13	3	17	1	13	19	3	6	12	1
4	25	99	56	411	1507	74	70	121	55	30	185	279	184	65	4	104	83	3	40	39	4
5	67	145	52	984	691	57	26	71	24	46	212	229	135	122	5	53	74	4	31	20	6
6	14	16	6	110	152	36	0	57	3	12	41	180	120	83	2	50	116	4	18	37	3
7	2	19	6	20	12	4	605	407	471	92	129	13	424	27	99	295	895	12	115	24	21
8	4	6	5	33	42	21	206	21	69	25	49	20	739	105	0	88	266	2	17	5	6
9	9	63	3	43	27	0	508	77	602	137	448	14	208	6	17	531	518	4	21	6	10
10	47	107	9	28	50	17	33	11	77	4631	252	257	128	1171	0	2	262	0	146	0	5
11	106	197	67	78	135	14	53	24	204	147	236	84	59	38	1	284	167	3	5	8	5
12	78	82	16	138	309	72	25	37	18	156	75	266	447	808	22	9	54	19	9	7	34
13	67	55	8	138	347	136	399	706	180	101	200	797	215	5498	4	1400	297	174	2	389	423
14	138	140	36	76	195	81	26	47	5	504	53	759	5224	17068	0	19	78	5	0	120	146
15	4	9	1	3	7	3	35	1	7	0	2	23	0	0	0	83	89	0	0	0	0
16	12	50	39	84	95	39	113	28	268	2	354	20	1269	23	186	9680	1	0	0	0	0
17	90	199	33	108	231	166	1251	432	612	271	408	107	245	105	259	7	1	0	0	0	0
18	4	10	4	3	5	3	68	25	22	0	3	217	589	32	0	0	0	0	0	0	0
19	17	55	52	161	97	17	93	29	35	199	21	12	4	3	393	0	0	0	0	0	0
20	12	35	26	83	65	26	35	23	16	0	28	27	742	410	0	0	0	0	0	0	0
21	6	13	2	5	10	4	5	2	4	1610	5	34	810	365	0	0	0	0	0	0	0

NTEM 2036 PM Car Business DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	1	23	3	4	7	3	0	1	0	3	6	3	2	3	0	0	1	0	1	1	0
2	9	43	5	4	21	2	2	0	2	3	13	15	1	5	0	1	2	0	0	2	1
3	4	5	1	1	4	0	1	0	0	1	2	1	0	1	0	0	0	0	0	1	0
4	2	6	4	16	83	4	4	7	3	1	11	18	9	4	0	3	6	0	1	1	0
5	14	19	4	65	64	5	5	8	3	2	14	15	11	7	0	3	6	0	2	0	0
6	1	1	1	5	15	2	0	2	0	0	3	11	1	1	0	0	1	0	1	0	0
7	0	2	1	3	2	0	39	28	25	13	9	1	176	2	5	43	145	0	26	4	3
8	0	1	0	2	3	0	15	2	7	3	7	1	105	11	0	13	46	0	6	1	1
9	1	3	0	1	0	0	32	7	40	23	27	1	86	0	7	65	74	0	8	2	3
10	2	3	1	2	6	1	6	2	11	554	21	21	38	174	0	0	71	0	19	0	5
11	10	8	8	8	11	1	6	5	15	17	11	5	41	2	0	39	37	0	0	0	0
12	8	6	1	6	18	3	1	5	1	20	3	13	88	66	5	0	4	0	0	0	6
13	1	2	0	6	7	1	228	138	72	163	64	138	32	1844	22	837	522	1	17	64	143
14	2	6	1	3	5	2	0	8	0	158	3	55	1219	2768	2	6	9	0	1	8	73
15	0	0	0	0	1	0	2	0	2	0	0	4	2	1	0	14	14	0	1	0	0
16	1	2	1	2	3	0	27	7	45	0	39	2	470	6	31	1201	2	0	0	0	0
17	2	5	1	6	4	2	229	77	84	173	64	11	591	29	61	2	0	0	0	0	0
18	0	0	0	0	0	0	2	1	1	0	1	4	16	1	0	0	0	0	0	0	0
19	0	2	0	2	4	0	31	8	8	35	0	0	22	2	21	0	0	0	0	0	0
20	1	1	1	1	0	0	3	2	2	0	1	1	44	18	0	0	0	0	0	0	0
21	0	0	0	0	1	0	1	0	1	222	0	3	69	65	0	0	0	0	0	0	0

NTEM 2036 PM Car Other DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	14	103	6	10	23	0	1	2	4	34	45	37	39	122	4	7	31	4	10	12	6
2	60	781	51	61	132	8	24	6	61	76	170	104	13	103	8	34	52	9	4	30	12
3	5	56	8	30	37	0	7	0	3	7	26	8	2	7	1	13	13	2	4	12	1
4	9	57	23	371	823	119	21	31	22	8	92	99	49	30	1	54	41	1	41	43	1
5	18	87	42	983	529	72	6	42	16	23	134	127	78	95	2	48	45	2	21	21	3
6	1	2	0	82	76	33	0	25	1	2	7	71	100	111	0	38	136	1	14	35	1
7	0	27	11	37	8	1	798	353	256	20	50	5	617	11	2	87	779	0	11	1	0
8	0	1	0	26	23	15	179	18	53	3	20	6	410	16	0	22	205	0	2	0	0
9	1	90	5	14	8	0	316	64	513	49	153	4	506	12	1	243	373	0	3	0	1
10	19	67	4	9	19	2	18	5	38	4754	165	178	15	339	0	1	53	0	4	0	8
11	26	220	23	44	54	2	49	27	117	151	219	49	142	48	0	345	181	0	12	8	3
12	17	118	7	86	142	52	7	8	4	204	38	234	453	661	7	6	24	4	5	3	10
13	5	28	1	40	79	78	646	503	395	19	120	437	212	4511	0	398	333	34	1	7	14
14	21	135	7	17	52	72	9	12	3	306	10	539	4144	17942	1	4	30	0	0	2	15
15	1	6	0	0	2	0	1	0	0	0	0	8	0	0	0	4	2	0	0	0	0
16	3	71	12	32	30	29	82	21	202	2	334	6	452	3	7	9507	3	0	0	0	0
17	6	85	8	44	52	85	880	269	348	52	186	32	166	36	7	2	1	0	0	0	0
18	1	7	2	0	1	0	2	1	0	1	0	17	10	1	0	0	0	0	0	0	0
19	2	12	5	24	16	5	12	4	3	6	6	3	1	0	8	0	0	0	0	0	0
20	4	27	6	21	6	10	1	2	1	0	9	7	11	8	0	0	0	0	0	0	0
21	2	11	1	1	3	0	0	0	0	907	2	6	22	25	0	0	0	0	0	0	0

NTEM 2036 PM LGV DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	10	31	7	65	31	0	1	12	3	11	33	53	16	56	2	3	12	2	15	5	2
2	41	54	40	31	69	8	15	5	20	19	83	63	9	33	3	15	25	3	3	10	4
3	3	29	2	13	14	0	3	0	3	3	16	4	0	4	0	8	4	1	0	7	1
4	36	29	25	135	547	28	55	23	42	8	51	54	117	29	1	44	60	0	7	19	1
5	36	83	24	259	80	26	16	11	26	20	65	59	39	56	3	37	20	1	5	15	4
6	4	15	0	42	29	2	0	14	0	2	3	38	28	76	0	14	49	0	5	13	0
7	1	16	7	60	7	0	218	213	167	31	53	3	277	2	0	73	469	0	3	0	0
8	0	2	0	26	8	10	85	10	37	6	12	5	214	10	0	16	141	0	1	0	0
9	0	21	5	71	11	0	172	27	275	72	191	2	138	5	0	256	295	0	1	0	0
10	6	11	2	16	11	3	17	11	55	3497	124	133	39	392	0	0	77	0	1	0	3
11	18	55	12	35	37	3	22	4	84	90	55	17	40	10	0	121	60	0	0	1	0
12	13	40	3	42	45	17	1	4	1	84	19	62	166	318	1	3	7	0	1	1	3
13	24	25	1	213	50	23	375	310	160	76	96	207	224	2899	0	56	421	3	0	315	367
14	54	11	3	26	24	19	1	25	1	268	3	256	2211	12901	0	1	4	0	0	0	15
15	1	2	0	1	2	1	8	0	2	0	0	8	0	0	0	4	3	0	0	0	0
16	1	12	7	44	14	5	80	12	226	0	165	1	269	0	0	5856	1	0	0	0	0
17	31	66	7	79	27	31	600	171	301	44	86	17	708	4	0	1	0	0	0	0	0
18	1	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	29	28	6	11	12	2	14	3	5	1	0	3	0	0	0	0	0	0	0	0	0
20	3	9	7	12	7	6	1	0	1	0	1	2	363	0	0	0	0	0	0	0	0
21	1	3	0	1	3	1	0	0	1	1415	0	7	292	40	0	0	0	0	0	0	0

NTEM 2036 PM HGV DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	0	0	0	2	3	0	0	0	0	1	0	8	2	7	0	0	1	0	0	1	0
2	0	2	2	5	1	0	0	0	1	0	1	0	3	0	0	0	2	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0
4	0	0	0	9	35	1	3	1	1	0	1	2	3	2	0	1	3	0	1	0	0
5	6	10	1	33	4	1	1	2	1	2	4	7	8	3	0	1	4	0	0	1	0
6	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
7	0	0	0	2	0	0	24	9	16	17	2	0	96	2	0	6	55	0	0	0	0
8	0	0	0	1	1	0	8	1	2	1	0	0	51	7	0	1	14	0	0	0	0
9	0	0	0	3	0	0	18	2	30	4	11	0	22	1	0	26	33	0	0	0	0
10	0	0	0	0	1	0	3	0	8	429	10	10	1	30	0	0	5	0	0	0	0
11	0	0	0	1	1	0	4	0	8	4	8	3	3	1	0	13	9	0	0	0	0
12	1	0	0	1	4	0	0	0	0	7	0	5	8	46	0	0	0	0	0	0	0
13	1	5	0	2	12	1	56	37	24	2	6	10	28	327	0	7	64	1	0	0	56
14	3	4	1	2	8	0	0	6	0	22	1	44	228	1550	0	3	0	0	0	0	25
15	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0
16	0	0	0	2	0	0	8	1	26	0	21	0	32	0	0	723	0	0	0	0	0
17	14	5	1	3	5	0	64	18	32	2	9	1	294	1	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	4	0	0	1	5	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	176	0	0	56	36	0	0	0	0	0	0	0

NTEM 2051 AM Car Commuter DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	17	95	5	17	44	11	1	2	3	36	72	35	25	76	3	18	36	3	5	8	4
2	158	756	58	105	279	15	21	2	70	77	215	109	31	207	16	46	213	16	15	69	22
3	40	113	6	85	127	2	7	8	7	13	77	16	8	35	2	26	20	2	12	17	3
4	21	51	30	489	1248	178	16	36	60	13	73	169	107	56	2	121	85	3	120	106	2
5	55	242	44	1872	853	121	4	65	23	41	165	413	125	140	5	107	69	3	25	29	7
6	6	6	2	58	32	39	0	23	0	3	1	51	116	67	1	34	162	2	26	41	1
7	4	37	7	107	30	8	714	508	726	42	75	22	335	12	13	133	1436	80	104	40	7
8	9	4	1	95	46	57	355	28	52	10	16	35	615	42	0	19	439	19	26	16	1
9	4	61	3	87	23	0	505	43	825	95	267	17	163	4	16	285	774	30	42	22	6
10	94	80	10	48	77	18	105	18	178	5657	190	152	70	387	0	2	285	0	233	0	17
11	106	262	41	208	283	27	181	30	590	273	258	90	125	41	2	393	511	3	25	51	6
12	65	181	19	357	263	153	9	25	7	334	86	318	807	800	30	14	80	305	6	13	43
13	62	12	4	305	158	148	465	992	295	193	71	485	254	6939	0	1235	147	630	0	664	617
14	178	86	34	121	172	174	24	155	10	1122	50	884	6288	21207	0	36	77	35	2	580	430
15	8	8	1	8	9	3	58	0	26	0	6	26	0	0	0	214	251	0	0	0	0
16	22	48	10	160	65	51	390	62	909	2	481	21	1543	24	107	12086	4	0	0	0	0
17	62	52	25	203	82	136	1104	353	743	279	231	44	238	29	106	1	1	0	0	0	0
18	9	8	2	5	4	4	10	3	4	0	5	18	57	4	0	0	0	0	0	0	0
19	21	4	49	68	37	25	160	29	33	160	5	9	0	0	190	0	0	0	0	0	0
20	24	28	8	27	10	33	32	14	7	0	21	9	453	201	0	0	0	0	0	0	0
21	12	11	1	9	11	5	20	4	14	5656	2	52	536	180	0	0	0	0	0	0	0

NTEM 2051 AM Car Business DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	2	4	0	2	11	1	0	0	0	12	27	3	0	8	0	3	0	0	0	0	0
2	7	46	5	2	32	1	1	0	3	3	11	9	1	8	1	3	5	0	0	3	1
3	6	4	1	1	6	0	0	0	0	1	16	1	0	3	0	0	0	0	0	0	0
4	2	2	1	14	81	8	3	3	2	0	11	6	6	2	0	3	5	0	1	1	0
5	5	26	4	74	71	11	1	5	0	3	10	18	3	5	0	4	1	0	0	0	0
6	0	1	0	5	4	2	0	1	0	0	0	2	0	2	0	0	1	0	1	0	0
7	0	4	3	4	4	0	21	17	22	5	5	1	239	0	0	22	211	0	31	2	0
8	2	0	0	3	4	2	10	1	2	1	18	2	119	5	0	4	74	0	8	1	0
9	0	3	1	4	4	0	19	5	42	10	11	1	115	0	2	39	107	0	10	1	1
10	26	2	0	3	7	0	12	3	26	558	23	25	79	194	0	0	216	0	37	0	4
11	14	14	3	6	16	2	8	2	18	12	10	3	71	2	0	35	77	0	0	2	0
12	4	16	4	13	25	9	0	1	0	14	3	12	131	49	3	1	10	0	0	0	3
13	1	1	0	14	14	1	104	71	118	33	21	62	35	1459	2	315	147	0	23	15	17
14	1	9	1	10	15	2	0	9	0	159	0	63	2222	3050	2	10	25	0	1	7	57
15	0	0	0	0	1	0	4	0	5	0	2	8	5	2	0	32	47	0	2	0	0
16	8	1	1	7	8	0	43	10	66	0	53	1	1013	7	11	1200	3	0	0	0	0
17	1	3	1	13	13	1	114	42	125	39	33	4	377	5	4	1	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
19	1	0	1	3	4	1	23	7	21	12	3	0	20	0	1	0	0	0	0	0	0
20	1	2	2	0	0	0	4	2	3	0	0	0	71	8	0	0	0	0	0	0	0
21	0	1	0	1	1	0	3	1	4	300	0	6	139	91	0	0	0	0	0	0	0

NTEM 2051 AM Car Other DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	26	659	19	17	47	7	3	6	9	48	117	42	88	84	5	11	83	4	14	12	6
2	211	1052	50	79	278	22	21	5	81	81	210	131	64	299	12	40	109	11	9	41	16
3	14	73	10	21	112	3	2	4	4	20	71	31	3	20	1	16	9	1	6	7	1
4	14	68	39	324	1525	106	13	18	43	17	107	132	68	39	1	70	49	2	55	58	2
5	31	158	52	986	735	86	4	33	19	43	158	277	98	140	5	50	54	1	17	12	7
6	10	3	1	64	39	30	1	23	0	6	3	45	140	93	2	37	175	3	22	41	3
7	3	19	9	20	6	5	1108	315	336	6	21	21	392	28	0	19	640	0	5	0	0
8	7	4	2	31	28	35	310	20	28	1	8	14	345	10	0	3	180	0	1	0	0
9	6	37	6	17	7	1	260	17	860	14	64	17	117	8	0	52	218	0	1	0	0
10	118	82	15	19	43	13	18	3	35	3791	160	309	10	200	0	2	50	6	5	0	7
11	122	243	51	105	258	22	44	12	179	128	320	80	73	45	1	279	164	1	12	17	2
12	116	207	14	209	267	119	10	16	7	268	112	467	425	658	9	11	55	91	3	9	15
13	228	46	6	56	243	146	350	253	138	16	59	247	178	2565	0	94	241	140	0	0	0
14	389	96	17	57	195	144	37	17	14	216	85	735	3243	13327	0	2	88	0	0	0	6
15	14	9	2	3	4	3	0	0	0	1	2	22	0	0	0	2	0	0	0	0	0
16	36	72	23	68	54	61	71	14	221	3	386	15	366	7	1	7199	3	0	0	0	0
17	205	62	24	37	126	139	531	141	240	19	94	47	500	65	0	1	1	0	0	0	0
18	13	9	6	2	2	4	0	0	0	1	1	16	0	0	0	0	0	0	0	0	0
19	47	13	30	58	57	27	10	2	2	2	8	13	0	0	0	0	0	0	0	0	0
20	36	33	15	45	17	46	0	1	0	0	9	4	1	0	0	0	0	0	0	0	0
21	20	14	2	3	6	4	0	0	1	723	1	45	2	11	0	0	0	0	0	0	0

NTEM 2051 AM LGV DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	15	42	1	32	19	2	1	1	2	9	26	14	34	29	2	1	52	2	11	6	3
2	57	39	21	50	108	10	5	4	16	13	79	48	19	43	3	19	54	3	11	14	4
3	4	51	2	25	32	2	1	1	2	3	11	6	2	13	1	17	6	1	5	7	1
4	25	37	12	117	405	55	26	22	26	6	31	30	107	13	0	30	39	0	17	14	1
5	35	86	17	537	68	25	10	9	15	23	44	57	33	36	6	30	19	1	9	6	8
6	0	4	0	24	10	2	0	7	0	2	2	13	30	17	1	13	28	0	4	10	1
7	1	14	5	49	7	2	222	143	164	27	22	3	272	1	0	65	439	0	3	0	0
8	0	2	1	22	7	11	117	13	32	3	5	2	200	9	0	12	142	0	1	0	0
9	5	23	3	48	10	1	149	35	364	38	104	3	176	2	0	192	348	0	1	0	0
10	13	16	2	21	11	5	34	18	96	3940	123	110	23	300	0	0	110	0	1	0	3
11	32	81	15	38	57	10	42	9	152	148	69	16	74	10	2	134	112	0	0	1	0
12	21	74	3	59	52	44	3	4	1	102	17	71	238	317	1	4	16	0	1	1	3
13	45	29	1	149	33	21	321	249	199	54	45	172	255	3206	0	52	400	4	1	252	239
14	109	32	3	45	62	27	2	35	4	372	13	383	2167	14650	0	3	7	0	0	0	56
15	2	3	0	1	1	1	12	0	5	0	0	9	0	1	0	5	5	0	0	0	0
16	4	9	4	44	26	17	126	23	342	0	204	1	223	1	1	6701	2	0	0	0	0
17	55	44	5	54	14	35	473	146	281	27	75	7	595	3	0	1	0	0	0	0	0
18	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	9	11	6	10	5	6	11	3	4	1	0	2	0	0	0	0	0	0	0	0	0
20	9	12	3	11	7	13	1	0	1	0	1	1	253	0	0	0	0	0	0	0	0
21	3	4	0	1	1	1	0	0	2	1618	0	7	266	34	0	0	0	0	0	0	0

NTEM 2051 AM HGV DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	6	14	0	4	2	0	0	0	0	0	0	4	16	7	0	0	16	0	0	0	0
2	1	1	0	15	10	16	0	0	1	0	3	3	14	4	0	1	14	0	3	0	0
3	0	0	0	6	3	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0
4	4	3	0	27	96	4	6	3	4	0	3	5	19	4	0	2	6	0	4	1	0
5	4	23	0	120	8	2	3	1	3	0	3	2	15	8	0	1	12	0	4	0	0
6	0	0	0	2	4	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
7	0	0	0	7	2	0	38	15	37	3	6	0	56	0	0	12	105	0	1	0	0
8	0	0	0	3	0	0	15	2	4	3	0	0	45	3	0	1	31	0	0	0	0
9	0	0	0	7	3	0	36	5	66	25	25	0	49	0	0	48	105	0	1	0	0
10	0	0	0	5	1	0	12	4	18	971	26	30	15	64	0	0	18	0	0	0	1
11	0	0	0	7	4	1	17	2	30	14	15	0	21	7	0	33	33	0	0	0	0
12	0	3	0	9	6	0	0	0	0	22	1	11	42	84	0	0	3	0	0	1	2
13	22	20	0	10	14	1	83	64	56	68	11	28	63	762	0	40	123	2	0	98	42
14	15	4	0	12	10	2	0	6	0	71	5	115	515	3641	0	12	2	0	0	0	73
15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	4	0	0	0	0
16	0	0	0	4	4	1	39	6	90	0	46	0	66	10	0	1659	2	0	0	0	0
17	23	15	0	8	9	1	118	34	83	4	19	1	172	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	10	0	3	1	4	0	3	1	1	0	0	1	0	0	0	0	0	0	0	0	0
20	0	0	0	0	1	1	0	0	0	0	0	2	99	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	401	0	7	80	50	0	0	0	0	0	0	0

NTEM 2051 IP Car Commuter DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	16	37	11	13	49	6	1	0	4	30	39	55	27	97	4	8	49	4	10	13	5
2	154	202	30	43	77	4	8	0	17	36	112	56	17	50	6	24	69	6	7	24	8
3	19	23	8	18	38	0	0	0	0	4	9	9	2	7	1	4	7	1	6	4	1
4	25	38	18	269	837	46	9	20	30	7	71	99	43	29	1	61	50	1	28	54	1
5	28	40	38	678	340	48	3	27	9	9	83	154	71	54	1	35	49	2	34	31	2
6	7	1	1	36	22	29	1	19	0	3	4	72	60	32	1	20	91	0	17	26	1
7	3	4	2	10	2	0	212	97	179	29	26	8	115	21	56	44	329	10	36	8	2
8	11	1	1	12	13	9	91	6	20	4	6	10	222	20	0	10	101	2	7	2	1
9	3	16	2	21	3	0	170	19	271	40	115	3	54	2	7	118	179	5	8	4	2
10	115	38	7	12	19	3	21	3	31	1465	74	62	31	252	0	1	75	0	54	0	2
11	106	75	20	60	91	4	29	6	97	66	106	24	24	12	0	123	93	0	9	15	2
12	70	25	5	104	94	57	4	8	3	70	28	96	166	266	9	4	26	52	5	10	21
13	64	17	3	46	63	95	132	254	85	51	41	211	69	1745	1	390	74	143	0	155	433
14	220	21	12	30	77	74	16	17	4	212	19	262	1630	5348	0	9	50	9	0	82	86
15	17	4	0	2	3	1	50	0	3	0	1	7	0	0	0	36	55	0	0	0	0
16	12	28	5	56	18	16	43	9	116	1	120	5	394	14	48	3077	1	0	0	0	0
17	62	47	6	40	38	83	385	116	193	87	88	29	58	62	94	1	0	0	0	0	0
18	18	4	0	1	2	1	15	4	6	0	1	55	99	12	0	0	0	0	0	0	0
19	25	10	5	28	33	10	36	9	10	59	4	3	0	0	118	0	0	0	0	0	0
20	55	17	5	31	13	19	10	5	4	0	7	3	159	118	0	0	0	0	0	0	0
21	25	5	0	2	4	1	2	1	2	844	1	15	389	110	0	0	0	0	0	0	0

NTEM 2051 IP Car Business DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	2	7	4	28	52	6	0	0	0	7	10	30	5	26	1	0	5	0	1	2	1
2	30	18	2	3	8	0	2	0	1	2	9	3	0	2	0	1	2	0	0	1	0
3	4	2	0	1	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
4	5	5	0	5	44	2	4	2	3	0	2	2	5	2	0	2	7	0	1	0	0
5	31	3	3	70	64	3	3	3	2	0	7	15	5	3	0	3	6	0	1	0	0
6	3	0	0	2	3	3	0	0	0	0	1	3	0	1	0	0	1	0	1	0	0
7	0	0	0	3	2	0	43	18	27	7	3	1	153	1	4	16	160	0	17	2	1
8	5	0	0	1	3	0	14	1	5	1	0	1	76	3	0	3	43	0	4	0	0
9	0	1	0	4	2	0	34	7	47	7	8	1	87	0	5	36	83	0	6	1	1
10	15	1	0	2	3	0	10	2	10	701	20	20	47	148	0	0	94	0	16	0	3
11	17	6	1	3	9	0	5	2	13	12	8	1	32	0	0	28	34	0	0	1	0
12	11	2	0	11	14	3	0	1	0	13	3	11	57	47	2	0	3	0	0	0	3
13	4	1	0	12	8	0	152	84	103	156	35	61	46	1215	18	381	355	0	12	25	108
14	9	3	0	2	4	2	0	5	0	170	0	67	1181	3104	1	2	10	0	1	4	65
15	2	0	0	0	0	0	10	0	2	0	0	5	3	1	0	13	31	0	1	0	0
16	2	1	0	4	2	0	26	5	60	0	36	1	429	2	11	1336	2	0	0	0	0
17	4	4	0	6	3	1	162	44	79	91	29	4	390	8	33	1	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	3	1	0	1	1	0	18	4	6	16	0	0	12	0	5	0	0	0	0	0	0
20	4	1	0	0	0	0	2	0	1	0	0	0	25	3	0	0	0	0	0	0	0
21	3	0	0	0	0	0	1	0	1	308	0	3	100	60	0	0	0	0	0	0	0

NTEM 2051 IP Car Other DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	49	176	29	23	54	23	5	6	14	89	115	68	263	230	11	16	252	10	50	30	15
2	270	668	51	93	183	16	22	3	50	134	251	119	32	133	15	52	98	15	12	50	22
3	44	54	15	43	79	2	3	2	1	21	40	13	7	25	1	8	19	2	14	8	2
4	34	71	48	591	1429	91	20	24	33	13	125	129	56	58	1	56	66	2	65	58	2
5	72	235	82	1472	722	82	7	26	11	26	155	191	146	150	2	32	97	2	39	29	3
6	14	14	5	53	91	36	0	31	0	4	13	102	149	121	1	31	181	2	25	42	2
7	11	18	6	21	6	3	962	269	336	35	32	15	593	33	5	43	740	0	9	0	0
8	4	3	2	20	35	36	237	17	42	3	13	14	418	16	0	9	205	0	2	0	0
9	15	75	3	37	14	0	380	51	690	31	143	9	324	6	1	184	389	0	3	0	0
10	136	121	7	16	34	5	37	4	33	4698	179	210	19	418	0	2	62	0	2	0	7
11	197	291	60	123	211	7	46	11	134	184	311	66	115	36	0	343	183	0	9	16	3
12	91	181	16	180	183	75	7	10	4	190	51	280	422	731	3	5	54	7	6	7	6
13	136	28	4	91	160	168	611	442	266	29	100	388	212	4037	0	251	543	102	1	166	47
14	280	145	23	60	114	131	28	20	5	497	26	717	4055	18217	0	4	89	0	0	1	18
15	19	11	1	1	4	1	4	0	0	0	0	12	0	0	0	3	2	0	0	0	0
16	53	76	14	108	60	41	81	17	234	3	382	12	484	6	3	9176	2	0	0	0	0
17	153	113	14	79	66	174	794	216	330	49	146	44	674	95	4	2	1	0	0	0	0
18	19	11	1	1	3	1	1	0	0	1	0	11	4	0	0	0	0	0	0	0	0
19	45	22	7	72	42	20	13	3	3	3	11	8	1	0	3	0	0	0	0	0	0
20	61	44	11	70	35	42	1	2	1	0	12	3	111	4	0	0	0	0	0	0	0
21	28	16	1	1	5	2	0	0	0	927	2	6	129	27	0	0	0	0	0	0	0

NTEM 2051 IP LGV DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	25	51	6	29	21	7	2	8	3	16	32	21	69	63	3	5	90	3	35	9	4
2	108	62	22	39	65	3	7	1	15	17	67	32	10	23	3	10	30	3	6	12	5
3	6	19	2	17	20	1	1	1	1	3	12	4	1	10	1	3	4	0	5	3	1
4	45	34	16	147	352	27	31	14	21	8	35	30	93	17	2	34	44	1	12	17	3
5	32	62	23	329	94	20	9	6	10	9	33	39	38	36	1	21	24	1	12	11	2
6	3	3	2	22	23	4	0	6	0	4	2	35	24	26	1	11	34	0	6	12	2
7	1	7	2	30	6	1	187	79	119	26	15	3	211	2	1	31	352	0	2	0	0
8	0	1	0	11	6	16	71	7	26	6	4	4	173	6	0	7	111	0	0	0	0
9	4	19	1	19	9	0	135	30	239	30	78	2	138	2	0	129	221	0	1	0	0
10	27	12	1	12	9	1	28	24	38	2800	84	83	44	274	0	0	112	0	1	0	2
11	55	59	16	31	40	2	18	4	64	132	59	11	41	6	0	89	53	0	1	1	0
12	48	38	5	28	39	19	3	2	1	61	14	54	139	257	1	2	15	0	3	2	3
13	79	24	2	114	44	28	317	230	129	170	38	133	181	2230	0	39	406	8	0	457	388
14	134	22	6	22	29	22	3	18	1	283	7	260	1664	10150	0	1	10	0	0	0	19
15	5	2	0	1	1	0	8	0	2	0	0	10	0	0	0	3	9	0	0	0	0
16	10	9	4	31	21	10	64	12	150	0	138	1	196	1	0	4724	1	0	0	0	0
17	97	39	5	35	22	43	424	118	190	76	48	14	599	6	1	1	0	0	0	0	0
18	6	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	20	19	3	16	10	7	10	2	3	2	1	4	0	0	0	0	0	0	0	0	0
20	19	8	4	13	9	14	1	0	1	0	1	2	442	0	0	0	0	0	0	0	0
21	7	3	0	1	2	0	0	0	1	1142	0	7	370	35	0	0	0	0	0	0	0

NTEM 2051 IP HGV DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	0	11	0	2	1	0	0	2	0	0	1	3	22	0	0	0	20	0	1	0	0
2	21	0	3	7	2	0	0	0	0	0	0	0	10	0	0	0	3	0	0	0	0
3	0	1	0	2	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
4	1	1	1	13	44	1	2	1	1	0	2	0	5	0	0	2	2	0	1	0	0
5	0	5	2	38	4	0	1	0	1	0	1	4	18	7	0	1	7	0	6	1	0
6	0	0	0	1	0	0	0	0	0	0	0	2	1	1	0	0	1	0	0	0	0
7	3	0	0	3	1	0	22	8	19	3	3	0	33	1	0	5	57	0	0	0	0
8	0	0	0	1	0	0	8	1	2	3	0	0	25	1	0	1	16	0	0	0	0
9	1	0	0	3	2	0	20	3	30	7	12	0	25	0	0	19	38	0	0	0	0
10	0	0	0	2	1	0	4	3	8	454	10	18	9	42	0	0	12	0	0	0	0
11	6	0	0	4	2	0	3	0	11	6	6	0	9	0	0	15	9	0	0	0	0
12	1	5	0	2	1	0	0	0	0	14	0	7	23	45	0	0	2	0	0	0	1
13	12	11	1	5	8	0	54	38	27	63	6	17	29	347	0	10	82	0	0	98	74
14	11	1	0	2	2	0	0	3	0	35	3	58	250	1638	0	4	1	0	0	0	1
15	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	4	0	0	0	0
16	0	0	0	1	1	1	10	1	23	0	24	0	28	2	0	771	0	0	0	0	0
17	17	5	0	3	3	0	66	17	35	6	8	1	114	1	1	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	10	0	1	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	1	0	0	0	0	0	1	99	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	186	0	3	91	19	0	0	0	0	0	0	0

NTEM 2051 PM Car Commuter DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	27	293	34	47	96	20	5	7	12	73	125	88	73	161	8	17	78	9	35	27	11
2	171	764	122	76	273	12	36	1	62	86	318	323	39	152	12	53	98	13	29	48	16
3	11	61	12	31	62	2	13	0	4	13	63	14	3	19	1	14	21	3	6	13	2
4	27	107	61	449	1642	81	77	132	60	33	202	304	200	71	4	113	90	4	44	43	5
5	73	158	57	1072	753	63	29	77	26	50	231	249	147	133	6	58	80	5	34	22	7
6	15	18	7	119	166	39	0	62	3	13	45	196	131	90	2	55	127	4	20	41	3
7	2	21	6	22	13	4	659	444	513	100	140	15	462	29	108	322	975	13	125	26	23
8	4	7	5	36	46	23	224	23	76	28	54	21	806	114	0	96	290	2	19	6	6
9	10	69	4	47	30	0	553	84	657	149	489	16	226	6	19	579	565	5	23	7	11
10	51	116	10	30	55	18	36	12	84	5048	275	280	140	1277	0	2	286	0	159	0	6
11	116	214	73	85	148	15	58	27	222	160	257	92	65	42	1	310	182	3	5	9	5
12	85	90	18	151	337	79	27	40	20	170	82	290	487	880	24	10	59	20	10	8	37
13	73	59	8	151	378	149	435	770	196	110	218	869	235	5993	4	1526	324	190	2	424	461
14	151	153	40	83	212	88	28	52	6	549	58	827	5695	18604	0	21	85	5	1	131	159
15	5	10	2	3	8	3	38	1	7	0	2	25	0	0	0	90	98	0	0	0	0
16	14	55	42	92	103	43	123	30	292	3	386	22	1383	25	202	10551	2	0	0	0	0
17	99	217	36	118	252	181	1364	471	667	295	445	116	267	114	282	7	1	0	0	0	0
18	5	11	4	3	5	3	74	28	24	0	3	237	642	34	0	0	0	0	0	0	0
19	19	59	57	175	105	18	101	32	38	216	22	13	4	4	428	0	0	0	0	0	0
20	13	38	29	91	71	29	38	25	17	0	30	30	809	447	0	0	0	0	0	0	0
21	7	15	2	5	11	4	6	2	5	1755	6	37	883	398	0	0	0	0	0	0	0

NTEM 2051 PM Car Business DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	1	26	3	5	8	3	0	1	0	4	7	4	2	3	0	1	1	0	1	1	0
2	10	47	6	4	23	2	2	0	2	3	14	17	1	6	0	1	2	0	0	2	1
3	4	5	1	2	5	0	1	0	0	1	2	1	0	1	0	0	0	0	0	1	0
4	2	6	4	17	90	5	5	7	4	1	12	20	10	4	0	3	6	0	2	1	0
5	16	20	5	71	70	6	5	9	3	2	15	16	12	8	0	3	6	0	2	0	0
6	1	1	1	6	16	2	0	3	0	0	3	12	1	1	0	0	1	0	1	0	0
7	0	2	1	3	2	1	43	31	27	14	10	1	192	2	6	47	158	0	28	4	3
8	0	1	0	2	3	0	16	2	8	3	8	2	114	12	0	14	51	0	7	1	1
9	1	3	0	1	0	0	35	7	44	25	29	1	93	0	8	71	81	0	9	2	4
10	2	3	1	2	6	1	6	2	12	603	22	23	41	189	0	0	78	0	20	0	5
11	11	9	9	8	12	1	7	5	17	18	12	5	45	2	0	43	40	0	0	0	0
12	9	6	1	6	19	4	1	5	1	21	4	14	96	72	6	0	5	0	0	0	6
13	1	2	0	6	8	1	249	151	78	177	70	150	35	2010	24	913	568	1	19	70	156
14	2	6	2	3	6	2	0	9	0	172	4	59	1328	3018	2	6	10	0	1	8	80
15	0	0	0	0	1	0	2	0	3	0	0	5	3	1	0	15	16	0	1	0	0
16	1	2	1	2	3	0	30	7	49	0	43	2	512	6	34	1310	2	0	0	0	0
17	2	6	1	7	4	2	250	84	91	188	70	12	644	32	66	2	0	0	0	0	0
18	0	0	0	0	0	0	2	1	1	0	2	5	17	1	0	0	0	0	0	0	0
19	0	2	0	3	4	0	33	9	9	38	0	0	24	2	22	0	0	0	0	0	0
20	1	1	1	1	1	0	3	2	2	0	1	1	48	20	0	0	0	0	0	0	0
21	0	0	0	0	1	0	1	0	1	242	0	4	76	71	0	0	0	0	0	0	0

NTEM 2051 PM Car Other DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	16	112	7	11	25	0	1	3	5	37	48	40	43	133	5	7	34	5	11	14	6
2	66	849	56	66	143	8	26	7	64	83	184	113	14	112	9	37	56	10	4	33	13
3	5	61	9	33	41	0	7	0	3	8	29	9	2	7	1	15	14	2	5	13	1
4	10	61	26	404	896	129	23	33	24	9	100	107	54	33	1	59	44	1	45	47	1
5	20	94	46	1069	576	79	6	46	17	25	146	138	84	103	2	52	49	2	23	23	3
6	1	2	0	89	82	36	0	27	1	3	8	78	109	121	0	41	148	1	15	39	1
7	0	29	12	40	9	1	870	385	279	22	54	6	673	12	2	95	849	0	12	1	1
8	0	2	0	29	25	16	195	20	58	4	22	7	447	18	0	24	224	0	2	0	0
9	1	97	5	16	9	0	344	70	559	53	166	5	552	13	1	265	407	0	3	0	1
10	21	73	5	10	21	2	19	5	41	5179	179	193	16	369	0	1	58	0	5	0	8
11	28	238	25	48	59	2	54	30	127	164	238	53	155	52	0	376	197	0	14	8	3
12	18	128	8	93	154	56	7	8	4	219	42	254	494	715	7	6	26	4	5	3	10
13	5	30	1	44	86	85	704	548	431	20	131	476	231	4918	0	434	363	38	1	8	16
14	22	146	8	18	56	78	10	13	3	333	11	586	4517	19557	1	4	33	0	0	2	17
15	1	6	0	1	2	0	1	0	1	0	0	9	0	1	0	4	2	0	0	0	0
16	3	77	13	35	33	32	89	23	220	2	364	6	492	3	8	10363	3	0	0	0	0
17	7	92	8	48	57	92	960	293	379	57	203	34	181	40	7	3	1	0	0	0	0
18	2	7	2	0	1	0	2	1	1	1	0	18	11	1	0	0	0	0	0	0	0
19	3	13	5	26	17	6	13	5	4	6	6	4	1	0	9	0	0	0	0	0	0
20	4	29	7	22	6	11	1	2	1	0	10	7	12	9	0	0	0	0	0	0	0
21	3	11	1	1	4	0	0	0	1	988	2	6	24	28	0	0	0	0	0	0	0

NTEM 2051 PM LGV DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	10	31	7	65	31	0	1	12	3	11	33	53	16	56	2	3	12	2	15	5	2
2	41	54	40	31	69	8	15	5	20	19	83	63	9	33	3	15	25	3	3	10	4
3	3	29	2	13	14	0	3	0	3	3	16	4	0	4	0	8	4	1	0	7	1
4	36	29	25	135	547	28	55	23	42	8	51	54	117	29	1	44	60	0	7	19	1
5	36	83	24	259	80	26	16	11	26	20	65	59	39	56	3	37	20	1	5	15	4
6	4	15	0	42	29	2	0	14	0	2	3	38	28	76	0	14	49	0	5	13	0
7	1	16	7	60	7	0	218	213	167	31	53	3	277	2	0	73	469	0	3	0	0
8	0	2	0	26	8	10	85	10	37	6	12	5	214	10	0	16	141	0	1	0	0
9	0	21	5	71	11	0	172	27	275	72	191	2	138	5	0	256	295	0	1	0	0
10	6	11	2	16	11	3	17	11	55	3497	124	133	39	392	0	0	77	0	1	0	3
11	18	55	12	35	37	3	22	4	84	90	55	17	40	10	0	121	60	0	0	1	0
12	13	40	3	42	45	17	1	4	1	84	19	62	166	318	1	3	7	0	1	1	3
13	24	25	1	213	50	23	375	310	160	76	96	207	224	2899	0	56	421	3	0	315	367
14	54	11	3	26	24	19	1	25	1	268	3	256	2211	12901	0	1	4	0	0	0	15
15	1	2	0	1	2	1	8	0	2	0	0	8	0	0	0	4	3	0	0	0	0
16	1	12	7	44	14	5	80	12	226	0	165	1	269	0	0	5856	1	0	0	0	0
17	31	66	7	79	27	31	600	171	301	44	86	17	708	4	0	1	0	0	0	0	0
18	1	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	29	28	6	11	12	2	14	3	5	1	0	3	0	0	0	0	0	0	0	0	0
20	3	9	7	12	7	6	1	0	1	0	1	2	363	0	0	0	0	0	0	0	0
21	1	3	0	1	3	1	0	0	1	1415	0	7	292	40	0	0	0	0	0	0	0

NTEM 2051 PM HGV DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	0	0	0	2	3	0	0	0	0	1	0	8	2	7	0	0	1	0	0	1	0
2	0	2	2	5	1	0	0	0	1	0	1	0	3	0	0	0	2	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0
4	0	0	0	9	35	1	3	1	1	0	1	2	3	2	0	1	3	0	1	0	0
5	6	10	1	33	4	1	1	2	1	2	4	7	8	3	0	1	4	0	0	1	0
6	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
7	0	0	0	2	0	0	24	9	16	17	2	0	96	2	0	6	55	0	0	0	0
8	0	0	0	1	1	0	8	1	2	1	0	0	51	7	0	1	14	0	0	0	0
9	0	0	0	3	0	0	18	2	30	4	11	0	22	1	0	26	33	0	0	0	0
10	0	0	0	0	1	0	3	0	8	429	10	10	1	30	0	0	5	0	0	0	0
11	0	0	0	1	1	0	4	0	8	4	8	3	3	1	0	13	9	0	0	0	0
12	1	0	0	1	4	0	0	0	0	7	0	5	8	46	0	0	0	0	0	0	0
13	1	5	0	2	12	1	56	37	24	2	6	10	28	327	0	7	64	1	0	0	56
14	3	4	1	2	8	0	0	6	0	22	1	44	228	1550	0	3	0	0	0	0	25
15	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0
16	0	0	0	2	0	0	8	1	26	0	21	0	32	0	0	723	0	0	0	0	0
17	14	5	1	3	5	0	64	18	32	2	9	1	294	1	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	4	0	0	1	5	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	176	0	0	56	36	0	0	0	0	0	0	0

Appendix E. Future Year Matrices – Medium Growth Scenario

Medium 2021 AM Car Commuter DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	20	85	5	19	43	11	1	2	3	45	82	39	28	95	3	21	35	3	5	9	4
2	127	550	56	108	252	11	19	2	68	82	199	112	30	220	15	48	179	15	14	61	22
3	41	106	7	94	126	1	7	10	9	17	78	19	10	45	2	32	21	3	13	19	3
4	20	46	31	506	1177	169	15	39	65	16	70	173	106	66	2	134	79	3	117	107	2
5	47	184	42	1745	656	108	4	58	22	46	154	365	112	141	5	108	57	2	22	28	7
6	5	5	2	61	28	38	0	24	0	4	1	53	123	81	1	39	151	2	24	42	2
7	3	27	7	90	13	6	607	486	661	51	65	20	298	12	12	129	1173	81	85	39	7
8	10	5	1	114	60	60	375	35	62	15	14	52	678	54	0	26	438	25	31	23	1
9	4	57	3	97	14	0	536	53	964	148	311	19	186	3	20	350	749	39	41	26	7
10	80	62	10	48	68	13	105	20	197	5086	193	161	64	406	0	2	255	0	189	0	19
11	116	241	43	113	198	21	176	30	639	340	265	61	124	34	1	371	445	2	7	24	6
12	60	165	18	335	234	138	9	25	6	261	78	250	716	696	22	14	53	220	4	9	31
13	44	8	4	249	100	103	386	870	243	160	56	438	214	5950	0	1046	101	541	0	546	533
14	120	65	26	93	123	125	20	134	8	985	31	768	5386	18198	0	29	57	29	1	492	365
15	7	6	1	7	7	3	46	0	23	0	4	23	0	0	0	199	195	0	0	0	0
16	16	29	8	122	38	38	284	52	734	2	392	17	1212	21	88	10270	3	0	0	0	0
17	47	35	22	161	45	105	881	318	636	260	199	36	202	27	92	1	1	0	0	0	0
18	7	6	2	4	3	3	7	3	3	0	3	15	47	4	0	0	0	0	0	0	0
19	16	4	43	56	25	20	126	26	28	140	3	7	0	0	164	0	0	0	0	0	0
20	20	20	7	22	7	27	24	12	6	0	12	7	372	179	0	0	0	0	0	0	0
21	9	8	1	7	8	4	15	3	12	4808	1	44	423	160	0	0	0	0	0	0	0

Medium 2021 AM Car Business DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	3	2	0	1	5	0	0	0	0	10	22	2	0	5	0	6	0	0	0	0	0
2	3	31	4	3	22	1	1	0	3	2	10	8	1	8	0	3	4	0	0	2	1
3	4	4	1	2	5	0	0	0	1	1	14	1	0	3	0	0	0	0	0	0	0
4	2	2	2	23	90	11	3	5	2	1	8	7	6	3	0	3	5	0	2	2	0
5	5	17	4	74	43	7	1	4	1	3	9	16	2	5	0	3	1	0	0	0	0
6	0	0	0	6	3	2	0	1	0	0	0	2	0	2	0	0	1	0	1	0	0
7	0	3	2	5	2	0	19	15	21	5	4	2	211	0	0	20	175	0	26	2	0
8	1	0	0	4	4	2	10	1	2	1	11	3	122	6	0	5	71	0	8	1	0
9	0	2	1	6	2	0	19	5	43	11	11	1	113	0	2	40	98	0	10	1	1
10	20	2	0	4	7	0	12	3	26	491	23	23	67	176	0	0	181	0	31	0	4
11	13	12	3	5	8	2	8	2	19	14	10	2	72	1	0	33	73	0	0	1	0
12	3	15	3	16	21	7	0	1	0	14	3	10	126	47	3	1	8	0	0	0	2
13	0	1	0	16	7	1	86	59	105	27	18	56	30	1223	2	259	119	0	19	12	14
14	1	7	1	11	10	2	0	8	0	138	0	55	1872	2604	2	9	20	0	1	6	49
15	0	0	0	1	1	0	3	0	5	0	1	7	5	2	0	28	38	0	1	0	0
16	4	1	0	8	4	0	36	9	59	0	44	2	840	6	9	1018	2	0	0	0	0
17	0	1	0	15	5	1	94	36	112	33	24	5	316	4	3	1	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
19	0	0	0	3	2	1	19	6	19	10	1	1	17	0	1	0	0	0	0	0	0
20	0	1	2	1	0	0	3	1	2	0	0	0	59	7	0	0	0	0	0	0	0
21	0	0	0	1	1	0	2	1	3	254	0	5	116	78	0	0	0	0	0	0	0

Medium 2021 AM Car Other DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	22	313	16	14	30	6	2	9	7	40	82	30	73	78	4	10	64	4	11	10	5
2	126	648	42	51	175	16	15	7	64	66	154	92	45	193	9	35	79	10	7	35	13
3	13	75	10	21	88	3	2	11	4	20	54	18	4	24	1	21	9	1	6	8	1
4	11	55	35	278	1203	87	10	32	37	15	62	100	55	38	1	69	39	2	48	52	2
5	22	116	41	751	505	62	3	33	15	33	100	189	71	114	3	43	38	1	13	9	5
6	6	3	1	45	26	25	1	18	0	5	3	35	97	69	1	31	117	2	16	31	2
7	3	17	8	16	5	3	852	269	270	4	16	18	320	26	0	18	497	0	4	0	0
8	7	6	2	38	39	37	301	23	29	1	8	22	352	13	0	5	175	0	3	1	0
9	6	43	7	19	7	1	258	20	906	11	71	16	124	7	0	67	207	0	1	0	0
10	77	58	11	14	29	9	12	4	25	2801	118	193	5	163	0	2	29	0	0	0	3
11	103	223	50	50	171	13	37	11	167	102	296	53	59	33	1	267	133	1	3	7	1
12	92	171	13	168	207	101	9	17	5	162	78	304	328	528	5	9	42	49	2	7	9
13	158	34	5	43	164	106	246	198	101	5	36	181	139	2051	0	82	181	115	0	0	0
14	248	68	13	41	126	105	27	17	9	119	41	483	2537	10581	0	2	64	0	0	0	4
15	10	7	1	2	3	2	0	0	0	0	2	13	0	0	0	2	0	0	0	0	0
16	22	40	15	46	32	39	43	11	143	2	279	8	240	5	1	5615	2	0	0	0	0
17	146	49	20	29	91	107	392	116	181	11	74	32	391	56	0	1	1	0	0	0	0
18	10	7	5	2	2	3	0	0	0	0	1	9	0	0	0	0	0	0	0	0	0
19	34	11	26	46	40	21	8	3	2	0	4	8	0	0	0	0	0	0	0	0	0
20	27	25	13	38	13	38	0	1	0	0	5	2	1	0	0	0	0	0	0	0	0
21	12	9	2	2	3	3	0	0	0	567	1	24	1	9	0	0	0	0	0	0	0

Medium 2021 AM LGV DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	10	28	1	21	13	2	0	1	1	6	17	9	22	19	1	1	34	1	7	4	2
2	36	29	16	38	81	7	4	3	12	10	59	36	14	32	2	14	41	2	8	10	3
3	3	39	1	19	24	1	1	1	1	2	8	5	1	10	1	13	4	0	4	5	1
4	16	28	9	88	305	41	20	17	20	4	24	23	80	9	0	22	29	0	13	11	0
5	22	65	13	404	50	19	7	7	11	17	33	43	25	27	5	23	15	0	6	4	6
6	0	3	0	18	8	1	0	5	0	1	1	10	23	13	0	10	21	0	3	7	1
7	1	11	4	37	5	1	167	108	123	21	17	2	204	1	0	49	330	0	2	0	0
8	0	1	1	16	5	9	88	9	24	2	4	2	150	7	0	9	107	0	0	0	0
9	3	17	2	36	8	0	112	26	274	29	78	2	132	2	0	144	262	0	1	0	0
10	8	12	1	16	8	3	25	14	72	2963	92	83	17	226	0	0	83	0	1	0	3
11	20	61	11	28	43	7	32	6	114	111	52	12	56	7	2	101	84	0	0	0	0
12	13	56	2	44	39	33	2	3	1	77	13	53	179	238	1	3	12	0	1	1	2
13	29	22	1	112	25	16	242	188	150	40	34	130	191	2411	0	39	301	3	0	190	180
14	70	24	2	34	47	20	1	26	3	280	10	288	1630	11016	0	2	6	0	0	0	42
15	1	2	0	1	1	1	9	0	4	0	0	7	0	1	0	3	4	0	0	0	0
16	2	7	3	33	19	13	95	18	257	0	153	1	168	1	0	5038	1	0	0	0	0
17	35	33	4	40	10	27	356	110	211	20	56	5	447	3	0	0	0	0	0	0	0
18	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	6	8	5	7	4	5	8	2	3	1	0	1	0	0	0	0	0	0	0	0	0
20	6	9	2	8	5	10	0	0	1	0	0	0	190	0	0	0	0	0	0	0	0
21	2	3	0	1	1	1	0	0	1	1217	0	6	200	25	0	0	0	0	0	0	0

Medium 2021 AM HGV DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	4	11	0	3	1	0	0	0	0	0	0	3	12	5	0	0	12	0	0	0	0
2	0	1	0	13	8	14	0	0	1	0	3	2	12	4	0	0	12	0	3	0	0
3	0	0	0	5	2	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0
4	3	3	0	23	84	3	5	3	3	0	2	4	16	4	0	1	5	0	3	1	0
5	3	20	0	104	7	2	3	1	3	0	3	2	13	7	0	1	10	0	4	0	0
6	0	0	0	1	4	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
7	0	0	0	6	2	0	33	13	32	3	5	0	49	0	0	11	92	0	1	0	0
8	0	0	0	2	0	0	13	2	3	2	0	0	39	2	0	1	27	0	0	0	0
9	0	0	0	6	3	0	32	5	58	21	22	0	42	0	0	42	92	0	0	0	0
10	0	0	0	4	1	0	10	4	16	844	22	26	13	55	0	0	16	0	0	0	1
11	0	0	0	6	3	1	14	2	26	12	13	0	18	6	0	29	29	0	0	0	0
12	0	2	0	8	5	0	0	0	0	19	1	9	36	73	0	0	3	0	0	1	2
13	16	18	0	9	12	1	72	56	49	59	10	24	55	663	0	35	107	1	0	86	36
14	11	4	0	11	9	2	0	5	0	61	4	100	447	3165	0	10	1	0	0	0	64
15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3	0	0	0	0
16	0	0	0	4	3	1	34	5	78	0	40	0	57	9	0	1443	1	0	0	0	0
17	17	13	0	7	8	1	103	29	72	4	17	1	150	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	8	0	3	1	3	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	1	1	0	0	0	0	0	2	86	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	349	0	6	70	43	0	0	0	0	0	0	0

Medium 2021 IP Car Commuter DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	14	32	10	11	37	5	1	0	4	27	35	44	23	91	3	8	40	3	8	10	5
2	116	170	27	39	66	4	8	0	16	34	103	51	16	51	6	25	59	6	6	21	8
3	15	22	7	18	34	0	1	0	0	5	9	8	2	8	1	4	7	1	6	4	1
4	20	36	18	257	744	46	9	22	32	7	52	86	42	31	1	64	47	1	27	51	1
5	20	34	34	592	273	44	3	29	9	9	62	129	63	53	1	34	41	2	29	27	2
6	5	1	1	34	20	30	1	18	0	3	4	70	61	36	1	22	88	0	16	26	1
7	2	4	2	8	2	0	182	89	164	27	22	7	97	20	50	40	267	9	29	7	2
8	8	1	1	13	17	10	92	7	23	4	6	13	222	22	0	11	96	2	7	3	1
9	2	15	2	20	2	0	165	20	287	45	119	3	52	2	7	125	163	6	7	4	2
10	80	32	7	11	17	2	21	3	36	1267	70	52	27	237	0	1	65	0	45	0	2
11	95	72	21	38	70	3	26	5	99	72	105	19	21	11	0	107	74	0	4	8	2
12	56	24	5	98	80	56	4	8	2	52	25	73	147	232	7	4	21	40	4	8	16
13	39	12	2	36	45	75	106	213	71	41	31	168	57	1468	0	323	56	123	0	125	370
14	137	17	10	23	55	64	15	16	3	180	15	206	1411	4561	0	8	41	8	0	71	75
15	11	3	0	1	2	1	41	0	2	0	0	5	0	0	0	33	44	0	0	0	0
16	8	20	4	43	13	12	34	8	98	1	93	4	306	12	40	2604	1	0	0	0	0
17	39	35	5	31	27	67	309	98	166	75	72	22	48	53	80	1	0	0	0	0	0
18	12	3	0	1	2	1	13	3	5	0	1	39	85	11	0	0	0	0	0	0	0
19	16	8	4	22	24	8	29	8	9	51	2	3	0	0	101	0	0	0	0	0	0
20	36	13	4	25	10	16	8	4	4	0	4	2	131	99	0	0	0	0	0	0	0
21	16	4	0	2	3	1	2	1	2	724	1	10	310	95	0	0	0	0	0	0	0

Medium 2021 IP Car Business DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	13	5	2	22	24	3	0	0	0	7	6	14	3	13	0	0	3	0	1	1	0
2	13	10	1	4	4	0	2	0	1	1	6	2	0	2	0	0	2	0	0	1	0
3	3	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	6	7	1	18	64	3	6	3	5	1	3	5	8	3	0	4	10	0	1	1	0
5	10	3	2	65	31	3	2	3	2	1	5	11	4	3	0	2	3	0	1	0	0
6	2	0	0	3	2	2	0	0	0	0	1	3	0	1	0	0	1	0	1	0	0
7	0	0	0	4	1	0	37	16	24	6	3	1	128	1	4	14	127	0	14	1	1
8	3	0	0	2	2	0	14	2	5	1	1	1	72	3	0	3	39	0	3	0	0
9	0	1	0	5	1	0	31	7	48	9	9	1	82	0	5	35	74	0	5	1	1
10	7	1	0	3	3	0	10	2	14	618	25	24	39	136	0	0	81	0	14	0	4
11	14	3	1	4	5	0	5	1	15	18	9	1	34	0	0	26	32	0	0	0	0
12	7	1	0	17	8	2	0	0	0	17	2	10	60	50	2	0	3	0	0	0	4
13	2	0	0	15	4	0	124	73	91	126	33	57	38	1002	15	311	292	0	10	20	89
14	4	1	0	3	2	2	0	4	0	154	0	65	974	2590	1	2	7	0	0	3	54
15	1	0	0	0	0	0	8	0	2	0	0	5	3	1	0	11	25	0	1	0	0
16	1	0	0	5	1	0	21	5	53	0	33	1	347	1	10	1115	1	0	0	0	0
17	2	2	0	7	2	0	129	38	68	78	27	3	322	6	26	1	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	2	0	0	1	0	0	15	3	5	14	0	0	10	0	4	0	0	0	0	0	0
20	2	0	0	0	0	0	1	0	1	0	0	0	21	3	0	0	0	0	0	0	0
21	1	0	0	0	0	0	0	0	1	257	0	3	82	50	0	0	0	0	0	0	0

Medium 2021 IP Car Other DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	31	100	20	14	30	15	3	4	8	55	77	43	160	145	7	11	153	7	31	20	10
2	150	479	44	62	128	10	15	3	45	92	194	86	22	93	10	39	70	10	9	35	15
3	30	46	15	37	65	1	2	2	2	18	37	11	6	22	1	7	16	2	12	7	2
4	21	57	45	479	1091	65	16	27	33	11	75	100	44	47	1	49	52	2	52	49	2
5	42	153	73	1133	517	59	5	33	10	21	93	149	106	113	1	26	71	2	30	23	2
6	10	7	5	42	63	28	0	29	0	4	8	74	109	90	1	28	134	2	21	36	2
7	7	15	5	16	5	2	734	232	311	27	28	13	447	27	4	36	559	0	7	0	0
8	3	3	2	23	38	33	212	18	47	3	11	16	371	15	0	10	181	0	2	1	0
9	10	65	3	32	11	0	314	49	694	27	140	9	264	4	1	170	311	0	2	0	0
10	81	91	6	13	25	4	28	4	32	3518	150	133	14	320	0	2	46	0	1	0	5
11	128	234	53	73	140	3	35	10	130	148	274	48	86	25	0	285	136	0	3	7	2
12	58	141	17	155	145	62	6	10	3	126	42	182	329	550	2	4	39	4	4	6	4
13	81	21	4	71	114	113	455	371	236	21	78	293	164	3096	0	206	410	82	1	134	36
14	170	107	21	48	84	95	22	18	4	384	20	526	3145	14126	0	3	68	0	0	1	14
15	12	8	1	1	3	1	3	0	0	0	0	7	0	0	0	3	1	0	0	0	0
16	28	53	12	75	40	27	55	14	194	2	297	9	325	4	3	6967	2	0	0	0	0
17	90	81	12	60	47	121	587	181	288	37	123	32	506	72	3	2	0	0	0	0	0
18	12	9	1	1	2	1	0	0	0	0	0	6	3	0	0	0	0	0	0	0	0
19	28	17	6	58	31	15	10	4	3	2	5	5	0	0	3	0	0	0	0	0	0
20	39	35	11	57	27	32	1	3	1	0	6	2	89	4	0	0	0	0	0	0	0
21	17	12	1	1	4	1	0	0	0	713	1	4	96	21	0	0	0	0	0	0	0

Medium 2021 IP LGV DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	14	29	4	17	12	4	1	4	2	9	18	12	39	36	1	3	52	2	20	5	2
2	59	46	16	29	49	3	5	1	11	13	50	24	8	18	3	7	23	2	4	9	4
3	3	14	1	13	15	0	1	0	1	2	9	3	1	7	0	3	3	0	4	2	1
4	25	26	12	110	265	20	23	10	16	6	26	23	70	13	1	26	33	1	9	12	2
5	18	47	17	248	70	15	7	4	7	7	25	30	29	27	1	15	18	0	9	8	1
6	2	2	2	16	17	3	0	4	0	3	1	26	18	20	1	8	26	0	4	9	1
7	1	5	1	23	5	1	141	59	89	19	11	2	159	1	1	24	265	0	2	0	0
8	0	1	0	8	5	12	54	6	19	5	3	3	130	4	0	5	83	0	0	0	0
9	2	14	1	15	6	0	101	23	180	23	59	1	104	1	0	97	166	0	1	0	0
10	15	9	1	9	7	1	21	18	28	2105	63	63	33	206	0	0	84	0	1	0	2
11	30	44	12	23	30	1	14	3	48	99	44	8	31	4	0	67	40	0	0	1	0
12	26	28	4	21	29	14	2	2	1	46	10	41	105	193	1	2	11	0	2	1	2
13	43	18	1	86	33	21	238	173	97	128	29	100	136	1677	0	29	305	6	0	343	292
14	74	16	4	17	21	16	2	14	1	212	5	196	1251	7632	0	1	8	0	0	0	15
15	3	1	0	1	1	0	6	0	1	0	0	7	0	0	0	2	7	0	0	0	0
16	6	7	3	24	16	8	48	9	113	0	104	1	148	0	0	3552	0	0	0	0	0
17	54	29	4	26	16	33	319	89	143	57	36	10	450	5	1	1	0	0	0	0	0
18	3	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	11	14	3	12	7	5	8	1	2	1	0	3	0	0	0	0	0	0	0	0	0
20	11	6	3	10	7	10	0	0	1	0	1	2	332	0	0	0	0	0	0	0	0
21	4	2	0	0	1	0	0	0	0	859	0	5	278	26	0	0	0	0	0	0	0

Medium 2021 IP HGV DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	0	7	0	1	1	0	0	1	0	0	1	2	14	0	0	0	13	0	1	0	0
2	13	0	3	6	2	0	0	0	0	0	0	0	9	0	0	0	3	0	0	0	0
3	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
4	0	1	1	11	38	1	2	1	1	0	2	0	4	0	0	2	1	0	1	0	0
5	0	4	2	33	3	0	1	0	1	0	1	3	16	6	0	1	6	0	5	0	0
6	0	0	0	1	0	0	0	0	0	0	0	2	1	1	0	0	1	0	0	0	0
7	2	0	0	3	1	0	19	7	16	2	2	0	29	1	0	4	50	0	0	0	0
8	0	0	0	1	0	0	7	1	2	3	0	0	22	1	0	1	14	0	0	0	0
9	1	0	0	2	2	0	17	2	26	6	10	0	21	0	0	17	33	0	0	0	0
10	0	0	0	2	1	0	4	3	7	395	9	16	8	36	0	0	10	0	0	0	0
11	4	0	0	3	2	0	3	0	10	5	5	0	8	0	0	13	8	0	0	0	0
12	1	4	0	2	1	0	0	0	0	12	0	7	20	39	0	0	1	0	0	0	1
13	7	9	1	4	7	0	47	33	23	55	5	15	26	302	0	9	71	0	0	86	65
14	7	1	0	2	2	0	0	3	0	30	3	50	217	1424	0	4	1	0	0	0	1
15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	4	0	0	0	0
16	0	0	0	1	1	1	8	1	20	0	21	0	24	2	0	670	0	0	0	0	0
17	11	4	0	2	2	0	57	15	31	5	7	1	99	1	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	6	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	1	0	0	0	0	0	1	86	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	162	0	2	79	16	0	0	0	0	0	0	0

Medium 2021 PM Car Commuter DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	35	304	41	50	96	22	5	9	12	84	148	97	72	172	9	19	76	9	34	26	12
2	166	613	110	63	220	13	29	2	67	82	299	273	28	126	11	50	78	11	21	41	15
3	12	64	15	34	64	2	14	1	5	16	74	15	3	20	1	15	21	3	7	12	2
4	34	115	77	476	1655	85	65	152	75	37	140	303	178	77	4	120	83	4	45	45	5
5	76	153	63	1043	622	60	13	86	23	50	184	227	106	128	5	54	62	4	27	20	7
6	18	19	7	121	145	38	0	67	2	14	32	178	109	85	2	51	107	4	18	36	3
7	2	20	7	18	10	4	571	437	525	94	133	13	384	26	95	275	786	11	104	23	20
8	6	9	7	46	50	28	254	30	105	36	62	22	872	131	0	108	304	2	20	7	7
9	11	78	5	52	28	0	560	102	824	178	576	16	222	6	21	617	533	5	23	7	12
10	58	117	11	33	52	19	46	15	129	4562	294	231	124	1202	0	2	257	0	138	0	5
11	134	212	72	81	131	16	56	23	277	174	262	86	56	36	1	303	169	2	3	5	5
12	102	95	21	165	326	83	27	44	23	167	82	239	482	872	22	11	47	18	9	5	34
13	69	53	8	137	302	132	358	724	195	91	178	689	196	5107	3	1248	261	162	2	354	390
14	153	139	42	77	177	87	28	54	5	508	48	685	5060	16294	0	19	75	5	0	123	142
15	5	9	2	3	6	3	33	1	9	0	1	19	0	0	0	83	81	0	0	0	0
16	13	48	41	81	82	37	103	30	300	2	321	16	1097	21	180	9143	1	0	0	0	0
17	89	191	34	96	183	150	1091	426	620	257	374	75	214	91	239	6	1	0	0	0	0
18	5	9	5	3	4	3	65	29	26	0	1	163	570	32	0	0	0	0	0	0	0
19	18	51	58	151	83	15	84	34	36	189	5	9	3	3	374	0	0	0	0	0	0
20	13	34	29	83	56	26	33	27	17	0	12	22	693	383	0	0	0	0	0	0	0
21	7	13	2	5	9	4	5	2	5	1566	3	26	721	350	0	0	0	0	0	0	0

Medium 2021 PM Car Business DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	2	17	3	5	6	3	0	1	0	4	7	3	1	3	0	1	1	0	1	0	0
2	8	32	5	4	14	1	1	0	2	3	12	15	1	5	0	1	1	0	0	2	1
3	3	4	1	2	3	0	1	0	0	1	2	1	0	1	0	0	0	0	0	1	0
4	2	7	5	26	96	5	5	9	4	1	8	21	10	4	0	3	6	0	2	1	0
5	9	14	4	73	46	4	2	8	2	2	9	12	6	5	0	2	3	0	1	0	0
6	1	1	1	7	13	2	0	3	0	0	1	10	1	1	0	0	1	0	1	0	0
7	0	2	1	4	1	0	37	27	27	13	10	1	160	1	5	39	131	0	24	4	2
8	0	2	0	4	3	0	14	2	8	3	6	1	98	10	0	13	44	0	6	1	1
9	1	3	1	1	0	0	32	7	46	27	32	1	82	0	8	63	71	0	8	2	3
10	2	2	1	3	5	1	6	2	13	524	24	20	34	158	0	0	65	0	17	0	5
11	10	6	5	8	9	1	6	3	18	18	11	2	39	0	0	36	34	0	0	0	0
12	7	6	1	9	16	3	1	6	1	20	3	11	84	61	5	0	4	0	0	0	5
13	1	1	0	7	6	1	213	134	78	147	71	134	29	1677	20	761	477	1	16	59	130
14	2	6	2	4	5	2	0	8	0	159	1	53	1125	2555	2	5	8	0	0	7	68
15	0	0	0	0	1	0	2	0	3	0	0	4	2	1	0	13	13	0	0	0	0
16	1	2	2	2	3	0	26	6	50	0	41	1	426	5	29	1105	1	0	0	0	0
17	2	5	1	8	3	1	203	72	87	161	67	9	539	25	54	2	0	0	0	0	0
18	0	0	0	0	0	0	2	1	1	0	1	4	14	1	0	0	0	0	0	0	0
19	0	2	0	3	3	0	28	8	9	33	0	0	19	2	19	0	0	0	0	0	0
20	0	1	2	1	0	0	3	2	2	0	0	1	40	17	0	0	0	0	0	0	0
21	0	0	0	0	1	0	1	0	1	206	0	3	63	60	0	0	0	0	0	0	0

Medium 2021 PM Car Other DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	13	84	8	9	19	0	1	3	5	34	45	37	39	127	4	7	30	4	10	12	6
2	52	562	53	44	105	3	21	7	56	65	151	97	13	88	7	31	48	7	4	25	10
3	5	46	11	29	35	0	7	0	4	8	27	8	3	7	1	16	15	2	5	13	1
4	9	42	29	359	754	64	24	44	31	9	75	103	53	34	1	60	43	1	40	44	1
5	15	80	46	865	429	38	6	57	19	21	99	119	71	88	2	45	40	2	18	18	3
6	1	2	0	72	57	25	0	25	1	2	4	64	89	109	0	36	118	1	11	30	1
7	0	20	11	28	6	1	692	367	277	17	49	5	495	10	1	76	634	0	9	1	0
8	1	2	0	46	25	11	194	24	75	4	26	8	416	19	0	25	210	0	2	0	0
9	1	69	6	14	7	0	323	82	664	51	187	3	521	9	1	260	349	0	3	0	1
10	15	50	5	8	14	1	17	5	47	4108	165	139	11	306	0	1	46	0	3	0	7
11	24	166	22	34	52	1	47	21	148	146	241	35	98	25	0	332	160	0	7	4	2
12	15	88	8	77	117	32	9	10	4	141	33	172	415	566	4	5	19	2	5	2	5
13	4	20	1	30	53	40	537	504	418	14	109	370	183	3867	0	333	272	30	0	5	12
14	16	71	7	13	37	36	9	14	3	264	8	466	3615	15821	0	4	27	0	0	1	13
15	1	5	0	0	2	0	1	0	1	0	0	6	0	0	0	4	2	0	0	0	0
16	2	39	12	24	20	12	68	22	215	1	324	4	350	2	6	8184	2	0	0	0	0
17	4	57	7	32	34	51	727	266	355	41	178	22	126	30	5	2	0	0	0	0	0
18	1	5	2	0	1	0	1	1	1	0	0	11	9	1	0	0	0	0	0	0	0
19	2	10	5	20	13	4	12	6	4	5	3	2	1	0	8	0	0	0	0	0	0
20	3	20	8	19	5	8	1	2	1	0	5	6	10	8	0	0	0	0	0	0	0
21	2	8	1	1	2	0	0	0	1	792	1	4	18	22	0	0	0	0	0	0	0

Medium 2021 PM LGV DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	7	22	5	47	22	0	1	9	2	8	24	38	11	40	1	2	9	1	11	4	2
2	29	41	30	23	52	6	11	4	15	14	63	48	7	25	2	11	19	2	3	8	3
3	2	22	2	10	11	0	2	0	2	2	12	3	0	3	0	6	3	1	0	5	0
4	25	22	19	101	412	21	42	17	32	6	38	40	88	22	1	33	45	0	6	14	1
5	25	62	18	195	61	19	12	8	19	15	49	44	29	42	2	28	15	1	4	11	3
6	3	11	0	31	22	2	0	11	0	1	2	29	21	57	0	10	37	0	4	10	0
7	0	12	5	45	6	0	164	160	126	23	40	3	208	1	0	55	352	0	2	0	0
8	0	2	0	19	6	8	64	8	28	4	9	4	161	7	0	12	106	0	0	0	0
9	0	16	3	54	8	0	129	21	207	54	144	2	103	4	0	193	222	0	1	0	0
10	4	8	1	12	8	2	12	8	41	2629	93	100	30	295	0	0	58	0	0	0	2
11	13	41	9	26	28	2	17	3	63	68	41	13	30	7	0	91	45	0	0	1	0
12	9	30	2	32	34	13	1	3	1	63	14	47	125	239	1	3	5	0	1	1	2
13	17	19	1	160	38	17	282	233	120	57	72	156	168	2180	0	42	316	2	0	237	276
14	38	8	2	20	18	14	1	19	1	202	2	193	1662	9700	0	1	3	0	0	0	12
15	1	2	0	1	1	0	6	0	2	0	0	6	0	0	0	3	3	0	0	0	0
16	1	9	6	33	10	4	60	9	170	0	124	1	202	0	0	4403	1	0	0	0	0
17	22	50	6	59	20	23	451	128	227	33	65	13	532	3	0	1	0	0	0	0	0
18	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	20	21	5	8	9	2	10	2	4	1	0	2	0	0	0	0	0	0	0	0	0
20	2	7	6	9	5	4	1	0	1	0	1	1	273	0	0	0	0	0	0	0	0
21	1	2	0	1	2	1	0	0	1	1064	0	5	220	30	0	0	0	0	0	0	0

Medium 2021 PM HGV DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	0	0	0	1	3	0	0	0	0	0	0	7	2	6	0	0	1	0	0	0	0
2	0	2	2	4	1	0	0	0	1	0	1	0	2	0	0	0	1	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	8	31	1	2	1	1	0	1	2	3	2	0	0	3	0	1	0	0
5	5	9	1	29	3	1	1	1	1	2	4	6	6	2	0	1	4	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
7	0	0	0	2	0	0	21	7	14	15	2	0	84	2	0	5	48	0	0	0	0
8	0	0	0	1	1	0	7	1	2	1	0	0	44	6	0	1	13	0	0	0	0
9	0	0	0	2	0	0	16	2	26	3	9	0	19	0	0	23	29	0	0	0	0
10	0	0	0	0	1	0	3	0	7	373	8	9	1	26	0	0	4	0	0	0	0
11	0	0	0	1	1	0	3	0	7	4	7	3	3	1	0	12	8	0	0	0	0
12	0	0	0	1	4	0	0	0	0	6	0	4	7	40	0	0	0	0	0	0	0
13	1	5	0	1	11	0	49	33	21	2	5	9	24	284	0	6	55	0	0	0	49
14	2	3	1	2	7	0	0	5	0	19	1	39	198	1347	0	3	0	0	0	0	22
15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
16	0	0	0	2	0	0	7	1	22	0	18	0	28	0	0	628	0	0	0	0	0
17	11	4	1	3	5	0	56	16	28	1	8	1	255	1	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	3	0	0	1	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	153	0	0	49	32	0	0	0	0	0	0	0

Medium 2036 AM Car Commuter DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	24	103	6	18	47	12	1	5	4	58	90	41	33	116	3	25	38	3	6	8	5
2	198	773	63	111	284	16	23	4	82	113	230	131	40	303	19	57	207	18	16	69	28
3	53	126	8	94	136	2	8	15	9	23	96	23	11	53	3	35	22	3	13	17	4
4	25	51	32	488	1200	189	16	55	68	20	80	191	115	75	2	147	83	3	118	106	2
5	64	225	45	1774	770	121	4	61	25	62	165	484	136	178	6	125	65	2	24	28	8
6	7	6	2	57	33	43	0	24	0	4	1	57	147	94	1	44	170	2	26	43	2
7	4	30	6	87	22	7	632	478	661	66	69	30	319	13	12	131	1187	76	84	40	7
8	12	8	1	137	155	71	387	36	65	18	20	113	740	62	0	33	451	23	46	33	2
9	5	67	3	96	24	0	585	55	1021	184	329	31	212	5	21	376	830	39	46	30	8
10	102	73	10	44	68	15	110	20	198	5724	211	202	93	495	0	2	260	0	189	0	20
11	144	287	47	230	305	32	203	39	707	388	308	127	157	58	3	496	540	3	27	55	8
12	83	203	26	545	346	179	10	38	11	442	107	424	906	981	32	28	92	317	7	15	49
13	59	9	4	260	126	118	444	928	264	172	64	490	228	6424	0	1156	107	547	0	615	589
14	140	60	24	83	115	126	19	129	8	1040	41	801	5578	19336	0	29	55	26	1	497	363
15	9	6	1	7	7	3	49	0	24	0	6	28	0	0	0	212	200	0	0	0	0
16	21	36	8	119	46	40	305	53	753	2	428	26	1352	23	94	10973	3	0	0	0	0
17	60	43	22	160	61	113	949	325	651	296	216	55	218	29	96	1	1	0	0	0	0
18	9	6	2	3	3	4	8	3	3	0	5	18	51	5	0	0	0	0	0	0	0
19	20	3	43	53	28	21	135	26	29	157	5	11	0	0	173	0	0	0	0	0	0
20	25	22	7	20	7	27	25	12	6	0	22	10	402	192	0	0	0	0	0	0	0
21	11	8	1	6	7	4	15	3	11	5079	2	50	454	177	0	0	0	0	0	0	0

Medium 2036 AM Car Business DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	6	3	0	2	7	0	0	1	0	16	29	3	0	7	0	13	0	0	0	0	0
2	8	45	5	2	29	1	1	0	4	4	11	10	1	11	1	4	5	0	0	3	1
3	6	4	1	1	5	0	0	0	1	1	18	1	0	3	0	0	0	0	0	0	0
4	2	2	2	19	98	10	3	12	2	1	13	11	8	4	0	4	6	0	2	2	0
5	6	26	4	84	70	9	1	4	1	4	10	39	4	8	0	5	1	0	0	0	0
6	0	1	0	6	4	2	0	1	0	0	0	3	1	2	0	0	1	0	1	0	0
7	0	3	2	4	3	0	20	15	20	5	5	3	224	0	0	21	183	0	28	2	0
8	1	0	0	4	10	2	10	1	2	1	19	8	123	6	0	5	71	0	8	1	0
9	0	2	1	5	3	0	20	5	45	11	12	3	122	0	2	41	105	0	11	1	1
10	33	3	0	4	8	0	13	3	29	545	24	31	76	197	0	0	202	0	34	0	5
11	18	15	3	7	17	2	9	2	20	15	12	6	79	3	0	38	80	0	0	2	0
12	5	20	5	25	38	9	0	1	0	18	5	23	147	60	3	2	11	0	0	0	3
13	1	1	0	14	11	1	95	62	110	30	19	65	32	1337	2	286	130	0	20	13	16
14	1	7	1	9	11	1	0	8	0	148	0	65	2011	2788	2	9	21	0	1	6	51
15	0	0	0	0	1	0	3	0	5	0	2	9	5	2	0	30	41	0	1	0	0
16	6	1	0	7	6	0	38	9	61	0	49	5	919	6	9	1092	2	0	0	0	0
17	0	2	0	13	10	1	101	36	114	36	30	11	341	4	4	1	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
19	0	0	1	3	3	1	20	6	20	11	3	2	18	0	1	0	0	0	0	0	0
20	0	1	2	0	0	0	3	1	2	0	0	1	65	8	0	0	0	0	0	0	0
21	0	1	0	1	1	0	2	1	3	272	0	7	126	84	0	0	0	0	0	0	0

Medium 2036 AM Car Other DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	23	718	16	13	41	6	2	26	9	48	110	44	89	95	4	12	71	4	12	10	6
2	217	1094	51	74	267	22	22	23	82	92	219	137	73	354	12	51	107	12	9	40	17
3	15	77	11	19	109	3	2	39	4	23	98	50	4	28	1	23	10	2	6	7	2
4	13	65	36	256	1241	95	11	93	39	17	153	235	67	48	1	80	44	2	46	50	2
5	29	145	48	785	606	80	4	77	17	43	187	284	101	164	4	56	51	1	15	10	6
6	9	4	1	52	32	28	1	21	0	7	3	43	152	109	2	44	170	3	20	36	2
7	3	16	8	15	4	4	1001	273	282	6	19	18	377	28	0	20	557	0	4	0	0
8	8	9	4	56	85	42	316	26	30	3	20	57	385	19	0	10	185	0	9	6	0
9	6	42	7	16	6	1	299	21	941	16	75	19	148	11	0	74	241	0	1	0	0
10	95	69	12	14	34	10	16	11	30	3581	139	327	13	227	1	2	44	10	6	0	7
11	119	256	54	121	262	27	46	33	183	137	350	105	90	64	2	343	172	1	13	19	3
12	112	211	19	281	307	135	11	41	8	277	135	495	459	750	9	23	79	99	7	15	16
13	193	38	5	43	182	120	321	227	111	19	64	243	164	2414	0	96	212	129	0	0	0
14	275	71	12	35	137	105	30	33	11	207	88	681	2893	12210	0	2	71	0	0	0	4
15	12	8	1	2	3	3	0	0	0	2	2	23	0	0	0	2	0	0	0	0	0
16	27	53	17	43	38	44	54	16	156	2	335	16	302	6	1	6584	2	0	0	0	0
17	178	54	21	26	96	119	482	127	203	19	93	52	460	65	0	1	1	0	0	0	0
18	12	8	5	2	2	3	0	0	0	2	1	17	0	0	0	0	0	0	0	0	0
19	44	12	28	46	47	25	10	6	2	2	12	16	0	0	0	0	0	0	0	0	0
20	33	31	14	35	14	42	0	2	0	0	11	6	1	0	0	0	0	0	0	0	0
21	14	10	2	2	4	3	0	0	0	659	1	48	1	11	0	0	0	0	0	0	0

Medium 2036 AM LGV DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	15	42	1	32	19	2	1	1	2	9	26	14	34	29	2	1	52	2	11	6	3
2	57	39	21	50	108	10	5	4	16	13	79	48	19	43	3	19	54	3	11	14	4
3	4	51	2	25	32	2	1	1	2	3	11	6	2	13	1	17	6	1	5	7	1
4	25	37	12	117	405	55	26	22	26	6	31	30	107	13	0	30	39	0	17	14	1
5	35	86	17	537	68	25	10	9	15	23	44	57	33	36	6	30	19	1	9	6	8
6	0	4	0	24	10	2	0	7	0	2	2	13	30	17	1	13	28	0	4	10	1
7	1	14	5	49	7	2	222	143	164	27	22	3	272	1	0	65	439	0	3	0	0
8	0	2	1	22	7	11	117	13	32	3	5	2	200	9	0	12	142	0	1	0	0
9	5	23	3	48	10	1	149	35	364	38	104	3	176	2	0	192	348	0	1	0	0
10	13	16	2	21	11	5	34	18	96	3940	123	110	23	300	0	0	110	0	1	0	3
11	32	81	15	38	57	10	42	9	152	148	69	16	74	10	2	134	112	0	0	1	0
12	21	74	3	59	52	44	3	4	1	102	17	71	238	317	1	4	16	0	1	1	3
13	45	29	1	149	33	21	321	249	199	54	45	172	255	3206	0	52	400	4	1	252	239
14	109	32	3	45	62	27	2	35	4	372	13	383	2167	14650	0	3	7	0	0	0	56
15	2	3	0	1	1	1	12	0	5	0	0	9	0	1	0	5	5	0	0	0	0
16	4	9	4	44	26	17	126	23	342	0	204	1	223	1	1	6701	2	0	0	0	0
17	55	44	5	54	14	35	473	146	281	27	75	7	595	3	0	1	0	0	0	0	0
18	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	9	11	6	10	5	6	11	3	4	1	0	2	0	0	0	0	0	0	0	0	0
20	9	12	3	11	7	13	1	0	1	0	1	1	253	0	0	0	0	0	0	0	0
21	3	4	0	1	1	1	0	0	2	1618	0	7	266	34	0	0	0	0	0	0	0

Medium 2036 AM HGV DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	6	14	0	4	2	0	0	0	0	0	0	4	16	7	0	0	16	0	0	0	0
2	1	1	0	15	10	16	0	0	1	0	3	3	14	4	0	1	14	0	3	0	0
3	0	0	0	6	3	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0
4	4	3	0	27	96	4	6	3	4	0	3	5	19	4	0	2	6	0	4	1	0
5	4	23	0	120	8	2	3	1	3	0	3	2	15	8	0	1	12	0	4	0	0
6	0	0	0	2	4	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
7	0	0	0	7	2	0	38	15	37	3	6	0	56	0	0	12	105	0	1	0	0
8	0	0	0	3	0	0	15	2	4	3	0	0	45	3	0	1	31	0	0	0	0
9	0	0	0	7	3	0	36	5	66	25	25	0	49	0	0	48	105	0	1	0	0
10	0	0	0	5	1	0	12	4	18	971	26	30	15	64	0	0	18	0	0	0	1
11	0	0	0	7	4	1	17	2	30	14	15	0	21	7	0	33	33	0	0	0	0
12	0	3	0	9	6	0	0	0	0	22	1	11	42	84	0	0	3	0	0	1	2
13	22	20	0	10	14	1	83	64	56	68	11	28	63	762	0	40	123	2	0	98	42
14	15	4	0	12	10	2	0	6	0	71	5	115	515	3641	0	12	2	0	0	0	73
15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	4	0	0	0	0
16	0	0	0	4	4	1	39	6	90	0	46	0	66	10	0	1659	2	0	0	0	0
17	23	15	0	8	9	1	118	34	83	4	19	1	172	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	10	0	3	1	4	0	3	1	1	0	0	1	0	0	0	0	0	0	0	0	0
20	0	0	0	0	1	1	0	0	0	0	0	2	99	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	401	0	7	80	50	0	0	0	0	0	0	0

Medium 2036 IP Car Commuter DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	20	43	13	13	50	7	1	1	6	39	47	63	34	130	4	11	52	4	11	13	6
2	176	213	32	41	73	5	9	1	19	43	116	59	20	62	7	29	68	6	7	23	9
3	22	25	9	18	39	0	1	0	0	6	11	11	3	9	1	5	8	1	6	4	1
4	27	39	18	244	746	46	9	30	33	7	78	114	45	33	1	66	48	1	27	50	1
5	30	40	37	597	294	47	3	50	10	10	85	154	74	60	1	38	46	2	31	28	2
6	7	1	1	34	20	30	1	18	0	3	5	74	70	39	1	24	93	0	16	26	1
7	2	4	2	7	2	0	189	88	167	28	24	7	106	21	52	41	275	9	30	8	2
8	12	2	2	19	37	10	94	8	24	4	8	23	243	24	0	13	101	2	9	6	1
9	4	17	2	19	2	0	181	20	311	47	129	4	61	3	8	136	178	6	8	4	2
10	114	38	7	11	17	2	23	3	36	1408	75	75	36	267	0	2	67	0	45	0	2
11	131	84	23	64	95	5	32	7	112	79	118	28	28	15	0	139	96	0	10	16	2
12	81	28	7	135	111	65	4	11	4	81	36	121	183	304	10	6	30	56	7	11	23
13	58	15	2	37	49	80	122	232	79	48	37	195	62	1595	0	364	61	124	0	139	402
14	180	17	10	21	55	60	14	16	4	192	16	237	1459	4825	0	8	40	7	0	70	73
15	16	3	0	1	2	1	44	0	2	0	0	7	0	0	0	35	45	0	0	0	0
16	11	23	4	41	13	13	35	8	102	1	112	4	342	13	43	2771	1	0	0	0	0
17	55	40	5	30	29	70	337	104	178	82	85	27	52	58	86	1	0	0	0	0	0
18	16	3	0	1	2	1	12	3	5	0	1	52	87	11	0	0	0	0	0	0	0
19	23	9	4	22	25	8	31	9	10	55	4	4	0	0	108	0	0	0	0	0	0
20	52	15	4	25	10	17	9	5	4	0	7	3	144	106	0	0	0	0	0	0	0
21	22	4	0	1	3	1	2	1	2	758	1	14	338	100	0	0	0	0	0	0	0

Medium 2036 IP Car Business DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	41	13	3	31	41	4	1	0	0	18	10	28	5	23	1	1	4	0	1	1	1
2	29	16	2	4	8	0	2	0	1	3	10	3	0	3	0	1	3	0	0	1	0
3	6	2	0	1	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
4	11	9	1	16	79	3	7	4	6	1	5	8	11	4	0	6	12	0	1	1	0
5	27	5	3	96	66	3	4	6	3	1	8	29	7	5	0	4	7	0	1	0	0
6	4	0	0	3	3	2	0	0	0	0	1	4	0	1	0	0	1	0	1	0	0
7	0	0	0	4	1	0	39	17	25	8	3	1	141	1	4	15	136	0	14	1	1
8	3	0	0	2	5	0	14	2	5	1	1	2	76	3	0	4	39	0	3	0	0
9	0	1	0	5	2	0	33	7	50	11	9	1	89	0	5	37	78	0	5	1	1
10	10	1	0	3	4	0	13	2	18	690	28	29	43	157	0	0	90	0	15	0	4
11	20	5	1	4	10	0	6	2	16	21	9	3	37	0	0	30	36	0	1	1	0
12	11	2	0	28	24	3	0	1	0	23	4	23	66	61	2	1	3	0	0	1	4
13	2	1	0	14	6	0	135	75	95	141	35	61	42	1102	16	344	319	0	10	22	98
14	5	2	0	2	3	2	0	4	0	174	0	70	1053	2808	1	2	8	0	0	3	58
15	1	0	0	0	0	0	9	0	2	0	0	6	3	1	0	12	27	0	1	0	0
16	1	0	0	4	2	0	23	5	55	0	36	1	382	1	10	1214	1	0	0	0	0
17	2	2	0	7	2	0	141	39	72	90	29	4	352	7	29	1	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	2	0	0	1	1	0	16	3	6	16	0	0	11	0	5	0	0	0	0	0	0
20	3	1	0	0	0	0	2	0	1	0	0	0	23	3	0	0	0	0	0	0	0
21	2	0	0	0	0	0	0	0	1	280	0	4	90	55	0	0	0	0	0	0	0

Medium 2036 IP Car Other DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	38	157	27	17	42	19	4	7	14	74	96	61	219	189	9	13	207	9	43	25	13
2	239	669	54	80	159	15	20	4	52	123	239	119	30	120	14	48	90	14	12	45	20
3	41	57	16	37	70	1	3	3	2	20	39	16	7	25	1	8	19	2	14	8	2
4	27	67	45	455	1093	76	16	46	30	11	127	161	48	49	1	47	54	2	54	48	2
5	56	225	77	1107	547	68	6	81	10	21	153	201	122	124	2	27	81	2	32	24	2
6	13	14	5	45	79	34	0	31	0	4	13	109	141	113	1	29	169	2	24	39	2
7	9	18	6	17	5	3	868	238	333	31	31	16	539	30	4	38	663	0	8	0	0
8	5	5	3	36	67	37	223	20	46	3	18	35	398	17	0	11	193	0	6	6	0
9	13	76	3	31	12	0	351	46	709	28	143	12	301	6	1	171	360	0	3	0	0
10	114	115	6	13	27	5	32	4	32	4257	159	197	18	376	0	2	55	1	2	0	6
11	161	279	60	113	186	7	42	17	136	158	310	72	106	35	0	327	174	0	10	18	3
12	81	177	21	219	191	78	7	15	5	179	54	275	405	675	3	6	61	8	7	9	6
13	118	28	5	78	140	155	566	406	271	27	101	364	194	3676	0	230	492	93	1	151	43
14	240	144	24	51	96	120	25	21	6	463	26	663	3700	16588	0	3	80	0	0	1	16
15	16	11	1	1	3	1	4	0	0	0	0	11	0	0	0	3	1	0	0	0	0
16	45	75	15	88	49	37	73	19	233	3	383	14	435	6	3	8311	2	0	0	0	0
17	128	107	14	63	54	156	712	193	326	44	145	46	607	85	3	2	1	0	0	0	0
18	16	11	1	1	2	1	0	0	0	1	0	11	3	0	0	0	0	0	0	0	0
19	38	22	7	58	34	17	12	11	3	3	12	10	0	0	3	0	0	0	0	0	0
20	52	44	11	57	29	38	1	7	1	0	13	4	101	4	0	0	0	0	0	0	0
21	24	16	1	1	5	2	0	0	0	846	2	6	116	24	0	0	0	0	0	0	0

Medium 2036 IP LGV DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	25	51	6	29	21	7	2	8	3	16	32	21	69	63	3	5	90	3	35	9	4
2	108	62	22	39	65	3	7	1	15	17	67	32	10	23	3	10	30	3	6	12	5
3	6	19	2	17	20	1	1	1	1	3	12	4	1	10	1	3	4	0	5	3	1
4	45	34	16	147	352	27	31	14	21	8	35	30	93	17	2	34	44	1	12	17	3
5	32	62	23	329	94	20	9	6	10	9	33	39	38	36	1	21	24	1	12	11	2
6	3	3	2	22	23	4	0	6	0	4	2	35	24	26	1	11	34	0	6	12	2
7	1	7	2	30	6	1	187	79	119	26	15	3	211	2	1	31	352	0	2	0	0
8	0	1	0	11	6	16	71	7	26	6	4	4	173	6	0	7	111	0	0	0	0
9	4	19	1	19	9	0	135	30	239	30	78	2	138	2	0	129	221	0	1	0	0
10	27	12	1	12	9	1	28	24	38	2800	84	83	44	274	0	0	112	0	1	0	2
11	55	59	16	31	40	2	18	4	64	132	59	11	41	6	0	89	53	0	1	1	0
12	48	38	5	28	39	19	3	2	1	61	14	54	139	257	1	2	15	0	3	2	3
13	79	24	2	114	44	28	317	230	129	170	38	133	181	2230	0	39	406	8	0	457	388
14	134	22	6	22	29	22	3	18	1	283	7	260	1664	10150	0	1	10	0	0	0	19
15	5	2	0	1	1	0	8	0	2	0	0	10	0	0	0	3	9	0	0	0	0
16	10	9	4	31	21	10	64	12	150	0	138	1	196	1	0	4724	1	0	0	0	0
17	97	39	5	35	22	43	424	118	190	76	48	14	599	6	1	1	0	0	0	0	0
18	6	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	20	19	3	16	10	7	10	2	3	2	1	4	0	0	0	0	0	0	0	0	0
20	19	8	4	13	9	14	1	0	1	0	1	2	442	0	0	0	0	0	0	0	0
21	7	3	0	1	2	0	0	0	1	1142	0	7	370	35	0	0	0	0	0	0	0

Medium 2036 IP HGV DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	0	11	0	2	1	0	0	2	0	0	1	3	22	0	0	0	20	0	1	0	0
2	21	0	3	7	2	0	0	0	0	0	0	0	10	0	0	0	3	0	0	0	0
3	0	1	0	2	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
4	1	1	1	13	44	1	2	1	1	0	2	0	5	0	0	2	2	0	1	0	0
5	0	5	2	38	4	0	1	0	1	0	1	4	18	7	0	1	7	0	6	1	0
6	0	0	0	1	0	0	0	0	0	0	0	2	1	1	0	0	1	0	0	0	0
7	3	0	0	3	1	0	22	8	19	3	3	0	33	1	0	5	57	0	0	0	0
8	0	0	0	1	0	0	8	1	2	3	0	0	25	1	0	1	16	0	0	0	0
9	1	0	0	3	2	0	20	3	30	7	12	0	25	0	0	19	38	0	0	0	0
10	0	0	0	2	1	0	4	3	8	454	10	18	9	42	0	0	12	0	0	0	0
11	6	0	0	4	2	0	3	0	11	6	6	0	9	0	0	15	9	0	0	0	0
12	1	5	0	2	1	0	0	0	0	14	0	7	23	45	0	0	2	0	0	0	1
13	12	11	1	5	8	0	54	38	27	63	6	17	29	347	0	10	82	0	0	98	74
14	11	1	0	2	2	0	0	3	0	35	3	58	250	1638	0	4	1	0	0	0	1
15	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	4	0	0	0	0
16	0	0	0	1	1	1	10	1	23	0	24	0	28	2	0	771	0	0	0	0	0
17	17	5	0	3	3	0	66	17	35	6	8	1	114	1	1	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	10	0	1	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	1	0	0	0	0	0	1	99	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	186	0	3	91	19	0	0	0	0	0	0	0

Medium 2036 PM Car Commuter DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	37	364	45	53	107	25	6	12	17	98	158	113	83	189	10	21	79	9	35	26	13
2	196	849	138	74	263	14	36	7	82	102	362	365	39	159	13	57	92	12	25	45	17
3	14	76	17	34	67	2	15	3	6	17	77	20	4	22	1	17	21	3	7	12	2
4	33	126	77	465	1661	89	72	195	76	39	249	447	206	78	4	121	84	4	43	41	5
5	86	180	69	1085	727	67	26	159	31	57	266	315	148	139	6	60	72	5	31	20	7
6	19	21	8	126	172	45	0	75	3	16	54	248	142	100	3	60	122	4	19	39	4
7	2	21	6	16	10	4	582	437	548	98	144	14	421	27	99	281	794	11	103	23	20
8	8	11	10	70	59	30	255	34	108	45	80	36	936	131	0	108	306	2	20	7	7
9	12	86	5	50	31	0	578	107	897	184	637	22	247	7	22	640	556	5	24	7	12
10	64	150	12	37	59	22	58	20	155	4969	321	377	144	1270	0	2	274	0	143	0	5
11	148	265	95	93	155	17	61	38	296	204	322	116	72	48	1	345	190	3	6	9	6
12	118	121	30	209	442	97	45	64	39	225	118	397	588	986	28	17	75	22	16	9	42
13	74	61	9	142	341	144	391	793	221	117	230	892	210	5408	4	1364	278	168	2	383	414
14	152	152	41	73	180	85	26	55	7	558	60	854	5133	16957	0	19	70	5	0	117	140
15	5	10	2	3	6	3	33	1	8	0	2	27	0	0	0	85	80	0	0	0	0
16	13	55	44	80	86	40	105	36	315	3	422	27	1204	22	193	9532	1	0	0	0	0
17	91	201	35	94	199	164	1143	446	685	272	457	129	223	98	248	6	1	0	0	0	0
18	4	10	4	3	4	3	61	26	25	0	3	235	569	31	0	0	0	0	0	0	0
19	18	56	57	144	83	16	85	53	40	199	22	15	3	3	382	0	0	0	0	0	0
20	12	35	28	77	56	26	33	35	19	0	31	34	741	394	0	0	0	0	0	0	0
21	7	15	2	4	9	4	5	2	5	1624	6	39	773	363	0	0	0	0	0	0	0

Medium 2036 PM Car Business DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	4	25	3	6	9	3	0	2	0	5	8	6	1	2	0	1	1	0	1	0	0
2	12	46	5	5	23	2	1	0	2	3	15	20	1	4	0	1	1	0	0	2	1
3	4	5	1	2	5	0	0	0	0	1	2	1	0	1	0	0	0	0	0	1	0
4	2	6	4	22	100	4	4	9	3	1	13	35	8	3	0	2	5	0	1	0	0
5	13	19	4	80	73	5	4	14	3	2	16	25	9	5	0	2	4	0	2	0	0
6	1	0	1	5	14	2	0	3	0	0	3	14	0	1	0	0	1	0	1	0	0
7	0	2	1	4	2	1	40	28	29	14	11	1	173	2	5	42	143	0	25	4	3
8	1	2	0	11	4	0	14	2	8	3	8	2	102	10	0	13	45	0	6	1	1
9	2	4	1	2	1	0	33	7	49	30	33	1	86	0	8	65	75	0	8	2	3
10	3	4	1	4	9	1	6	3	13	581	26	27	37	168	0	0	70	0	18	0	5
11	14	9	10	11	14	1	6	6	18	19	14	7	40	2	0	40	37	0	0	0	0
12	12	10	3	14	37	5	3	7	3	26	6	25	94	69	6	1	7	0	1	0	6
13	1	3	0	9	10	1	234	141	86	164	80	157	32	1829	22	832	519	1	18	64	141
14	3	8	2	5	9	2	0	9	0	182	5	67	1217	2758	2	6	9	0	1	8	74
15	0	0	0	0	1	0	2	0	3	0	0	5	2	1	0	13	14	0	1	0	0
16	2	3	2	3	5	0	28	7	53	0	48	3	468	6	32	1193	1	0	0	0	0
17	2	7	1	9	5	2	217	74	94	180	74	14	587	26	58	2	0	0	0	0	0
18	0	0	0	0	0	0	2	1	1	0	2	5	15	1	0	0	0	0	0	0	0
19	0	2	0	4	4	0	29	8	9	36	1	1	20	2	20	0	0	0	0	0	0
20	1	2	1	1	1	0	3	2	2	0	1	1	43	18	0	0	0	0	0	0	0
21	0	0	0	0	2	0	1	0	1	224	0	4	69	64	0	0	0	0	0	0	0

Medium 2036 PM Car Other DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	14	112	8	9	22	0	1	4	6	35	45	39	42	134	4	8	31	4	9	12	6
2	60	880	61	53	122	9	27	8	75	80	185	116	15	117	9	40	57	9	4	30	12
3	5	68	11	28	39	0	9	1	4	8	33	12	3	9	1	17	15	3	5	14	1
4	9	60	27	327	744	124	21	60	29	8	110	140	53	34	1	60	42	1	39	42	1
5	18	97	49	863	473	74	6	93	20	23	151	163	82	102	2	53	45	2	20	21	3
6	1	2	0	76	71	37	0	29	1	3	9	93	113	129	0	44	144	1	14	36	1
7	0	27	12	25	7	1	790	375	298	19	55	6	598	11	2	88	728	0	10	1	0
8	1	4	1	116	40	18	199	24	74	4	32	16	453	23	0	26	222	0	2	0	0
9	1	99	6	13	8	0	346	78	681	51	193	5	567	14	1	280	392	0	3	0	1
10	19	73	5	8	17	2	19	5	49	4803	176	200	17	378	0	1	53	0	4	0	8
11	26	247	31	44	54	3	54	36	152	153	270	57	169	60	0	401	196	0	14	9	4
12	18	138	12	127	189	70	13	17	6	229	56	291	510	770	8	11	38	5	9	5	12
13	5	29	1	34	69	77	647	540	460	18	131	448	209	4468	0	400	317	34	1	6	13
14	18	130	8	14	43	71	9	15	3	290	12	536	4094	17968	1	4	28	0	0	1	14
15	1	6	0	0	2	0	1	0	1	0	0	8	0	0	0	4	2	0	0	0	0
16	2	67	13	26	24	27	77	25	228	1	380	8	419	3	7	9412	2	0	0	0	0
17	5	82	8	32	42	82	837	277	390	47	209	40	152	35	6	2	1	0	0	0	0
18	1	7	2	0	1	0	2	1	1	1	0	19	10	1	0	0	0	0	0	0	0
19	2	12	5	20	14	5	12	8	4	6	8	5	1	0	8	0	0	0	0	0	0
20	3	27	7	17	5	10	1	4	1	0	12	8	10	8	0	0	0	0	0	0	0
21	2	11	1	1	3	0	0	0	1	900	2	6	22	26	0	0	0	0	0	0	0

Medium 2036 PM LGV DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	10	31	7	65	31	0	1	12	3	11	33	53	16	56	2	3	12	2	15	5	2
2	41	54	40	31	69	8	15	5	20	19	83	63	9	33	3	15	25	3	3	10	4
3	3	29	2	13	14	0	3	0	3	3	16	4	0	4	0	8	4	1	0	7	1
4	36	29	25	135	547	28	55	23	42	8	51	54	117	29	1	44	60	0	7	19	1
5	36	83	24	259	80	26	16	11	26	20	65	59	39	56	3	37	20	1	5	15	4
6	4	15	0	42	29	2	0	14	0	2	3	38	28	76	0	14	49	0	5	13	0
7	1	16	7	60	7	0	218	213	167	31	53	3	277	2	0	73	469	0	3	0	0
8	0	2	0	26	8	10	85	10	37	6	12	5	214	10	0	16	141	0	1	0	0
9	0	21	5	71	11	0	172	27	275	72	191	2	138	5	0	256	295	0	1	0	0
10	6	11	2	16	11	3	17	11	55	3497	124	133	39	392	0	0	77	0	1	0	3
11	18	55	12	35	37	3	22	4	84	90	55	17	40	10	0	121	60	0	0	1	0
12	13	40	3	42	45	17	1	4	1	84	19	62	166	318	1	3	7	0	1	1	3
13	24	25	1	213	50	23	375	310	160	76	96	207	224	2899	0	56	421	3	0	315	367
14	54	11	3	26	24	19	1	25	1	268	3	256	2211	12901	0	1	4	0	0	0	15
15	1	2	0	1	2	1	8	0	2	0	0	8	0	0	0	4	3	0	0	0	0
16	1	12	7	44	14	5	80	12	226	0	165	1	269	0	0	5856	1	0	0	0	0
17	31	66	7	79	27	31	600	171	301	44	86	17	708	4	0	1	0	0	0	0	0
18	1	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	29	28	6	11	12	2	14	3	5	1	0	3	0	0	0	0	0	0	0	0	0
20	3	9	7	12	7	6	1	0	1	0	1	2	363	0	0	0	0	0	0	0	0
21	1	3	0	1	3	1	0	0	1	1415	0	7	292	40	0	0	0	0	0	0	0

Medium 2036 PM HGV DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	0	0	0	2	3	0	0	0	0	1	0	8	2	7	0	0	1	0	0	1	0
2	0	2	2	5	1	0	0	0	1	0	1	0	3	0	0	0	2	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0
4	0	0	0	9	35	1	3	1	1	0	1	2	3	2	0	1	3	0	1	0	0
5	6	10	1	33	4	1	1	2	1	2	4	7	8	3	0	1	4	0	0	1	0
6	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
7	0	0	0	2	0	0	24	9	16	17	2	0	96	2	0	6	55	0	0	0	0
8	0	0	0	1	1	0	8	1	2	1	0	0	51	7	0	1	14	0	0	0	0
9	0	0	0	3	0	0	18	2	30	4	11	0	22	1	0	26	33	0	0	0	0
10	0	0	0	0	1	0	3	0	8	429	10	10	1	30	0	0	5	0	0	0	0
11	0	0	0	1	1	0	4	0	8	4	8	3	3	1	0	13	9	0	0	0	0
12	1	0	0	1	4	0	0	0	0	7	0	5	8	46	0	0	0	0	0	0	0
13	1	5	0	2	12	1	56	37	24	2	6	10	28	327	0	7	64	1	0	0	56
14	3	4	1	2	8	0	0	6	0	22	1	44	228	1550	0	3	0	0	0	0	25
15	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0
16	0	0	0	2	0	0	8	1	26	0	21	0	32	0	0	723	0	0	0	0	0
17	14	5	1	3	5	0	64	18	32	2	9	1	294	1	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	4	0	0	1	5	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	176	0	0	56	36	0	0	0	0	0	0	0

Medium 2051 AM Car Commuter DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	27	113	6	20	51	14	1	6	4	63	98	45	36	127	4	27	42	3	6	9	6
2	216	843	69	121	310	18	25	5	89	123	251	143	44	330	20	62	226	19	17	76	31
3	57	137	9	103	148	2	9	16	10	25	104	25	12	58	3	39	24	3	14	19	4
4	27	55	35	533	1308	206	18	60	74	22	88	209	126	82	2	160	91	4	129	116	3
5	70	245	49	1933	840	132	5	66	27	67	180	528	148	194	6	136	71	3	26	30	9
6	8	6	2	62	35	47	0	26	0	5	1	62	160	103	1	48	185	3	28	47	2
7	4	33	7	95	24	7	689	521	721	72	76	33	348	14	13	143	1295	83	92	44	8
8	13	8	1	149	169	77	422	39	71	19	22	123	807	68	0	36	492	26	50	36	2
9	6	73	4	105	26	0	638	60	1113	201	359	34	231	6	23	410	905	42	50	33	9
10	111	80	11	48	74	16	119	22	216	6242	230	221	101	539	0	3	284	0	206	0	22
11	157	313	51	251	333	34	221	43	770	423	335	139	172	64	3	541	589	4	29	60	9
12	90	221	28	594	377	195	11	42	12	482	117	462	988	1070	35	30	100	345	8	16	54
13	64	10	4	283	137	128	484	1012	288	188	70	534	249	7005	0	1261	117	597	0	670	642
14	153	65	26	91	125	138	21	141	9	1134	45	873	6082	21084	0	31	60	28	1	541	396
15	9	7	1	7	7	3	54	0	26	0	6	31	0	0	0	231	218	0	0	0	0
16	23	39	9	130	51	44	333	58	821	3	466	29	1474	25	102	11965	3	0	0	0	0
17	66	46	24	174	66	123	1034	354	710	323	235	60	237	32	104	1	1	0	0	0	0
18	9	7	2	4	4	4	8	3	3	0	6	19	55	5	0	0	0	0	0	0	0
19	22	3	47	57	30	23	148	28	32	171	5	12	0	0	188	0	0	0	0	0	0
20	27	24	7	22	8	29	27	13	6	0	24	10	438	209	0	0	0	0	0	0	0
21	12	9	1	7	8	4	16	3	13	5537	2	55	495	193	0	0	0	0	0	0	0

Medium 2051 AM Car Business DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	7	4	0	2	8	0	0	1	0	18	31	3	0	8	0	14	0	0	0	0	0
2	8	50	5	2	31	1	1	0	4	4	12	11	1	12	1	5	6	0	0	4	1
3	6	4	1	2	6	0	0	0	1	1	19	1	0	4	0	0	0	0	0	0	0
4	3	2	2	21	107	11	4	13	3	1	15	12	8	4	0	4	6	0	2	2	0
5	7	28	5	92	77	10	1	5	1	5	11	42	4	9	0	5	1	0	0	0	1
6	0	1	0	6	4	2	0	1	0	0	0	3	1	2	0	0	1	0	1	0	0
7	0	3	2	4	3	0	21	16	22	5	6	4	244	0	0	22	199	0	30	2	0
8	1	0	0	4	11	2	11	1	2	1	21	8	134	7	0	5	77	0	9	1	0
9	0	3	1	5	4	0	21	5	49	12	13	4	133	0	2	45	114	0	11	1	1
10	35	3	0	4	8	0	14	3	32	594	26	34	83	215	0	0	220	0	38	0	5
11	20	17	3	8	18	3	9	2	22	17	13	6	86	3	0	42	87	0	0	2	0
12	6	22	6	27	42	10	0	2	0	20	5	25	161	65	4	3	12	0	0	0	4
13	1	1	0	15	12	1	103	68	120	33	21	71	35	1458	2	312	142	0	22	14	17
14	1	7	1	10	12	1	0	8	0	161	0	71	2193	3040	2	10	22	0	1	6	56
15	0	0	0	1	1	0	4	0	5	0	2	9	6	3	0	33	44	0	1	0	0
16	7	1	0	8	6	0	41	10	66	0	54	5	1002	7	10	1191	3	0	0	0	0
17	1	3	1	14	10	1	110	40	124	39	33	12	372	5	4	1	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
19	0	0	1	3	3	1	22	6	21	12	3	2	20	0	1	0	0	0	0	0	0
20	0	2	2	0	0	0	4	1	3	0	1	1	71	8	0	0	0	0	0	0	0
21	0	1	0	1	1	0	2	1	4	296	0	7	137	91	0	0	0	0	0	0	0

Medium 2051 AM Car Other DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	25	726	18	14	43	7	3	28	9	52	119	46	97	103	4	13	78	4	13	11	6
2	228	1155	56	77	280	24	24	24	89	100	236	147	80	372	13	56	117	13	10	43	18
3	17	84	12	21	115	4	2	41	4	25	104	52	5	30	1	25	11	2	6	8	2
4	15	70	40	279	1343	104	12	97	42	19	159	244	73	52	1	87	48	2	50	55	2
5	31	156	52	850	650	86	4	79	19	46	195	302	109	177	5	61	55	2	16	11	7
6	10	4	1	56	35	31	1	23	0	7	3	47	166	119	2	48	185	3	22	39	3
7	3	18	9	16	4	4	1091	298	308	6	20	20	411	31	0	22	607	0	4	0	0
8	9	9	4	60	91	46	344	28	32	3	21	62	420	20	0	10	201	0	10	6	0
9	7	46	8	17	7	1	326	23	1026	17	82	20	161	13	0	80	263	0	1	0	0
10	103	75	13	15	36	10	17	11	32	3880	150	344	13	246	1	3	47	10	6	0	7
11	130	278	59	128	282	29	50	34	200	147	379	111	97	69	2	374	187	2	14	21	3
12	122	228	21	301	328	147	12	42	9	294	143	530	496	808	10	25	84	100	7	15	16
13	211	42	5	47	198	131	350	247	121	19	68	263	179	2633	0	105	231	141	0	0	0
14	300	78	13	38	147	114	33	35	12	218	94	715	3155	13313	0	2	77	0	0	0	4
15	13	9	2	2	3	3	0	0	0	2	2	24	0	0	0	2	0	0	0	0	0
16	29	58	18	47	41	48	59	17	170	2	365	17	329	7	1	7179	2	0	0	0	0
17	194	59	22	29	104	129	525	139	221	21	102	56	502	71	0	1	1	0	0	0	0
18	13	9	5	2	2	4	0	0	0	2	1	18	0	0	0	0	0	0	0	0	0
19	48	13	31	51	51	27	11	6	3	2	13	17	0	0	0	0	0	0	0	0	0
20	36	34	15	38	15	46	0	2	0	0	12	6	1	0	0	0	0	0	0	0	0
21	16	11	2	2	4	3	0	0	0	718	1	48	2	12	0	0	0	0	0	0	0

Medium 2051 AM LGV DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	15	42	1	32	19	2	1	1	2	9	26	14	34	29	2	1	52	2	11	6	3
2	57	39	21	50	108	10	5	4	16	13	79	48	19	43	3	19	54	3	11	14	4
3	4	51	2	25	32	2	1	1	2	3	11	6	2	13	1	17	6	1	5	7	1
4	25	37	12	117	405	55	26	22	26	6	31	30	107	13	0	30	39	0	17	14	1
5	35	86	17	537	68	25	10	9	15	23	44	57	33	36	6	30	19	1	9	6	8
6	0	4	0	24	10	2	0	7	0	2	2	13	30	17	1	13	28	0	4	10	1
7	1	14	5	49	7	2	222	143	164	27	22	3	272	1	0	65	439	0	3	0	0
8	0	2	1	22	7	11	117	13	32	3	5	2	200	9	0	12	142	0	1	0	0
9	5	23	3	48	10	1	149	35	364	38	104	3	176	2	0	192	348	0	1	0	0
10	13	16	2	21	11	5	34	18	96	3940	123	110	23	300	0	0	110	0	1	0	3
11	32	81	15	38	57	10	42	9	152	148	69	16	74	10	2	134	112	0	0	1	0
12	21	74	3	59	52	44	3	4	1	102	17	71	238	317	1	4	16	0	1	1	3
13	45	29	1	149	33	21	321	249	199	54	45	172	255	3206	0	52	400	4	1	252	239
14	109	32	3	45	62	27	2	35	4	372	13	383	2167	14650	0	3	7	0	0	0	56
15	2	3	0	1	1	1	12	0	5	0	0	9	0	1	0	5	5	0	0	0	0
16	4	9	4	44	26	17	126	23	342	0	204	1	223	1	1	6701	2	0	0	0	0
17	55	44	5	54	14	35	473	146	281	27	75	7	595	3	0	1	0	0	0	0	0
18	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	9	11	6	10	5	6	11	3	4	1	0	2	0	0	0	0	0	0	0	0	0
20	9	12	3	11	7	13	1	0	1	0	1	1	253	0	0	0	0	0	0	0	0
21	3	4	0	1	1	1	0	0	2	1618	0	7	266	34	0	0	0	0	0	0	0

Medium 2051 AM HGV DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	6	14	0	4	2	0	0	0	0	0	0	4	16	7	0	0	16	0	0	0	0
2	1	1	0	15	10	16	0	0	1	0	3	3	14	4	0	1	14	0	3	0	0
3	0	0	0	6	3	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0
4	4	3	0	27	96	4	6	3	4	0	3	5	19	4	0	2	6	0	4	1	0
5	4	23	0	120	8	2	3	1	3	0	3	2	15	8	0	1	12	0	4	0	0
6	0	0	0	2	4	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
7	0	0	0	7	2	0	38	15	37	3	6	0	56	0	0	12	105	0	1	0	0
8	0	0	0	3	0	0	15	2	4	3	0	0	45	3	0	1	31	0	0	0	0
9	0	0	0	7	3	0	36	5	66	25	25	0	49	0	0	48	105	0	1	0	0
10	0	0	0	5	1	0	12	4	18	971	26	30	15	64	0	0	18	0	0	0	1
11	0	0	0	7	4	1	17	2	30	14	15	0	21	7	0	33	33	0	0	0	0
12	0	3	0	9	6	0	0	0	0	22	1	11	42	84	0	0	3	0	0	1	2
13	22	20	0	10	14	1	83	64	56	68	11	28	63	762	0	40	123	2	0	98	42
14	15	4	0	12	10	2	0	6	0	71	5	115	515	3641	0	12	2	0	0	0	73
15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	4	0	0	0	0
16	0	0	0	4	4	1	39	6	90	0	46	0	66	10	0	1659	2	0	0	0	0
17	23	15	0	8	9	1	118	34	83	4	19	1	172	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	10	0	3	1	4	0	3	1	1	0	0	1	0	0	0	0	0	0	0	0	0
20	0	0	0	0	1	1	0	0	0	0	0	2	99	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	401	0	7	80	50	0	0	0	0	0	0	0

Medium 2051 IP Car Commuter DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	22	47	15	15	55	8	1	1	6	43	51	69	37	143	5	12	57	5	12	14	7
2	193	234	35	45	80	5	10	1	21	47	127	65	22	68	7	32	75	7	7	25	10
3	24	28	10	20	42	0	1	0	0	6	12	12	3	10	1	6	8	1	7	5	1
4	30	43	20	269	819	51	10	33	36	8	85	125	50	36	1	73	52	1	29	55	1
5	33	44	41	656	323	51	3	55	11	11	94	169	82	66	2	42	50	2	34	31	2
6	8	1	1	37	22	33	2	20	0	3	5	82	77	43	1	26	103	0	18	29	1
7	3	4	2	8	2	0	208	97	183	30	26	8	116	23	57	45	302	10	33	8	3
8	13	2	2	21	41	11	104	8	27	5	8	25	267	26	0	14	111	2	10	7	1
9	4	18	2	21	3	0	198	22	342	52	142	4	67	3	8	149	196	7	9	5	2
10	126	41	8	12	18	3	25	4	40	1546	83	82	39	293	0	2	74	0	50	0	3
11	144	92	26	71	104	5	35	8	123	87	130	31	31	17	0	153	105	0	10	17	3
12	89	30	7	148	122	72	5	12	4	89	39	132	201	334	11	6	33	62	8	13	25
13	64	16	3	41	54	88	134	255	87	53	40	214	69	1752	0	400	67	137	0	153	441
14	198	19	11	23	60	65	15	17	4	211	18	260	1603	5300	0	9	44	8	0	77	80
15	18	4	0	1	2	1	48	0	3	0	1	8	0	0	0	39	50	0	0	0	0
16	12	25	4	45	14	14	39	9	112	1	123	5	375	14	47	3044	1	0	0	0	0
17	61	44	6	32	32	77	370	114	195	89	93	29	58	64	94	1	0	0	0	0	0
18	18	4	0	1	2	1	14	4	5	0	1	57	95	13	0	0	0	0	0	0	0
19	25	10	4	24	27	9	35	9	10	60	4	4	0	0	119	0	0	0	0	0	0
20	57	16	4	27	11	18	10	5	4	0	7	3	158	117	0	0	0	0	0	0	0
21	24	5	0	2	3	1	2	1	2	833	1	15	371	110	0	0	0	0	0	0	0

Medium 2051 IP Car Business DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	45	14	4	34	46	4	1	0	0	20	11	31	5	25	1	1	5	0	1	1	1
2	31	17	2	4	8	0	2	0	1	3	11	3	0	3	0	1	3	0	0	1	0
3	6	2	0	1	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
4	12	10	1	18	87	4	8	4	7	2	5	9	12	5	0	6	13	0	1	1	0
5	30	6	4	105	73	3	4	6	4	1	9	32	8	6	0	4	8	0	1	0	0
6	4	0	0	3	3	2	0	0	0	0	1	4	0	1	0	0	2	0	1	0	0
7	0	0	0	4	1	0	43	18	28	9	3	1	155	1	4	17	149	0	16	2	1
8	4	0	0	2	6	0	16	2	5	1	1	2	84	4	0	4	43	0	4	1	0
9	0	1	0	5	2	0	37	8	55	12	10	2	98	0	5	41	86	0	6	1	1
10	11	2	0	4	5	0	14	2	19	757	31	32	48	172	0	0	99	0	17	0	4
11	22	6	1	5	11	0	7	2	17	23	10	3	41	0	0	33	39	0	1	1	0
12	12	2	0	30	27	3	0	1	0	25	4	25	73	67	3	1	4	0	0	1	5
13	3	1	0	15	7	0	148	83	105	155	39	67	46	1211	18	377	350	0	12	24	107
14	6	2	0	3	3	2	0	5	0	191	0	76	1157	3085	1	2	8	0	0	4	64
15	1	0	0	0	0	0	9	0	2	0	0	7	3	1	0	14	29	0	1	0	0
16	1	1	0	5	2	0	25	5	60	0	39	1	420	2	11	1333	2	0	0	0	0
17	2	3	0	7	3	0	154	43	79	98	31	5	387	8	32	1	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	3	0	0	1	1	0	17	4	6	18	0	0	12	0	5	0	0	0	0	0	0
20	3	1	0	0	0	0	2	0	1	0	0	0	25	4	0	0	0	0	0	0	0
21	2	0	0	0	0	0	1	0	1	307	0	4	99	60	0	0	0	0	0	0	0

Medium 2051 IP Car Other DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	42	173	30	19	46	21	5	8	15	81	105	66	241	208	10	15	227	10	47	27	14
2	260	735	59	86	173	16	22	4	56	135	262	130	33	132	16	53	99	15	13	50	22
3	45	62	18	41	77	2	3	4	2	22	43	17	8	27	2	9	20	2	15	8	2
4	29	73	49	500	1199	83	17	50	33	12	139	176	52	53	1	52	60	2	60	52	2
5	61	240	84	1215	600	75	6	88	11	23	168	221	134	137	2	30	88	2	35	26	2
6	14	15	6	50	86	37	0	34	0	4	15	120	155	124	1	32	186	2	27	43	2
7	10	19	6	18	6	3	953	262	366	34	35	17	592	33	5	42	729	0	9	0	0
8	5	5	3	40	73	40	245	22	50	4	20	38	438	18	0	12	212	0	6	6	0
9	15	83	4	34	13	0	385	51	779	30	158	13	331	6	1	187	396	0	3	0	0
10	125	127	7	14	30	5	35	4	35	4674	175	216	20	413	0	2	60	1	2	0	6
11	177	307	66	124	204	8	46	19	150	174	340	78	116	38	0	360	191	0	11	20	4
12	89	194	22	239	208	85	8	16	6	196	60	301	444	740	3	7	67	8	8	10	6
13	130	31	5	86	154	170	621	446	297	30	111	399	213	4037	0	252	541	102	1	165	47
14	264	159	26	56	105	132	28	23	6	508	29	726	4064	18221	0	4	88	0	0	1	18
15	18	12	1	1	3	1	4	0	0	0	0	12	0	0	0	3	1	0	0	0	0
16	49	83	16	97	54	41	80	21	256	3	421	16	478	6	4	9130	2	0	0	0	0
17	141	118	15	70	59	172	782	212	358	49	159	50	666	93	4	2	1	0	0	0	0
18	18	12	1	1	2	1	1	0	0	1	1	11	4	0	0	0	0	0	0	0	0
19	42	24	7	64	37	19	13	12	4	3	13	11	1	0	3	0	0	0	0	0	0
20	57	48	13	63	32	41	1	7	1	0	15	5	111	4	0	0	0	0	0	0	0
21	27	18	1	1	5	2	0	0	1	929	2	7	128	26	0	0	0	0	0	0	0

Medium 2051 IP LGV DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	25	51	6	29	21	7	2	8	3	16	32	21	69	63	3	5	90	3	35	9	4
2	108	62	22	39	65	3	7	1	15	17	67	32	10	23	3	10	30	3	6	12	5
3	6	19	2	17	20	1	1	1	1	3	12	4	1	10	1	3	4	0	5	3	1
4	45	34	16	147	352	27	31	14	21	8	35	30	93	17	2	34	44	1	12	17	3
5	32	62	23	329	94	20	9	6	10	9	33	39	38	36	1	21	24	1	12	11	2
6	3	3	2	22	23	4	0	6	0	4	2	35	24	26	1	11	34	0	6	12	2
7	1	7	2	30	6	1	187	79	119	26	15	3	211	2	1	31	352	0	2	0	0
8	0	1	0	11	6	16	71	7	26	6	4	4	173	6	0	7	111	0	0	0	0
9	4	19	1	19	9	0	135	30	239	30	78	2	138	2	0	129	221	0	1	0	0
10	27	12	1	12	9	1	28	24	38	2800	84	83	44	274	0	0	112	0	1	0	2
11	55	59	16	31	40	2	18	4	64	132	59	11	41	6	0	89	53	0	1	1	0
12	48	38	5	28	39	19	3	2	1	61	14	54	139	257	1	2	15	0	3	2	3
13	79	24	2	114	44	28	317	230	129	170	38	133	181	2230	0	39	406	8	0	457	388
14	134	22	6	22	29	22	3	18	1	283	7	260	1664	10150	0	1	10	0	0	0	19
15	5	2	0	1	1	0	8	0	2	0	0	10	0	0	0	3	9	0	0	0	0
16	10	9	4	31	21	10	64	12	150	0	138	1	196	1	0	4724	1	0	0	0	0
17	97	39	5	35	22	43	424	118	190	76	48	14	599	6	1	1	0	0	0	0	0
18	6	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	20	19	3	16	10	7	10	2	3	2	1	4	0	0	0	0	0	0	0	0	0
20	19	8	4	13	9	14	1	0	1	0	1	2	442	0	0	0	0	0	0	0	0
21	7	3	0	1	2	0	0	0	1	1142	0	7	370	35	0	0	0	0	0	0	0

Medium 2051 IP HGV DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	0	11	0	2	1	0	0	2	0	0	1	3	22	0	0	0	20	0	1	0	0
2	21	0	3	7	2	0	0	0	0	0	0	0	10	0	0	0	3	0	0	0	0
3	0	1	0	2	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
4	1	1	1	13	44	1	2	1	1	0	2	0	5	0	0	2	2	0	1	0	0
5	0	5	2	38	4	0	1	0	1	0	1	4	18	7	0	1	7	0	6	1	0
6	0	0	0	1	0	0	0	0	0	0	0	2	1	1	0	0	1	0	0	0	0
7	3	0	0	3	1	0	22	8	19	3	3	0	33	1	0	5	57	0	0	0	0
8	0	0	0	1	0	0	8	1	2	3	0	0	25	1	0	1	16	0	0	0	0
9	1	0	0	3	2	0	20	3	30	7	12	0	25	0	0	19	38	0	0	0	0
10	0	0	0	2	1	0	4	3	8	454	10	18	9	42	0	0	12	0	0	0	0
11	6	0	0	4	2	0	3	0	11	6	6	0	9	0	0	15	9	0	0	0	0
12	1	5	0	2	1	0	0	0	0	14	0	7	23	45	0	0	2	0	0	0	1
13	12	11	1	5	8	0	54	38	27	63	6	17	29	347	0	10	82	0	0	98	74
14	11	1	0	2	2	0	0	3	0	35	3	58	250	1638	0	4	1	0	0	0	1
15	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	4	0	0	0	0
16	0	0	0	1	1	1	10	1	23	0	24	0	28	2	0	771	0	0	0	0	0
17	17	5	0	3	3	0	66	17	35	6	8	1	114	1	1	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	10	0	1	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	1	0	0	0	0	0	1	99	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	186	0	3	91	19	0	0	0	0	0	0	0

Medium 2051 PM Car Commuter DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	40	396	49	57	116	27	6	13	19	107	172	123	91	206	11	22	86	10	38	29	14
2	214	925	150	81	287	16	40	7	90	111	395	397	42	174	14	63	100	14	28	49	19
3	15	83	18	37	73	2	16	4	6	19	84	21	4	24	2	18	23	4	7	14	2
4	36	137	84	508	1810	97	79	212	83	42	272	486	224	85	5	132	92	4	47	45	6
5	94	196	75	1182	793	74	28	173	34	62	289	344	161	152	6	65	79	5	34	22	8
6	21	23	9	137	187	49	0	81	4	17	59	270	155	109	3	65	133	5	21	43	4
7	3	23	7	18	11	4	634	476	597	107	157	16	459	29	108	306	865	12	112	25	21
8	9	12	11	77	65	33	278	37	117	49	87	39	1020	143	0	118	334	3	22	7	8
9	13	94	5	55	34	0	629	116	978	201	695	25	269	8	24	698	606	5	26	8	13
10	70	164	13	40	64	24	63	22	169	5417	350	411	157	1385	0	3	298	0	156	0	6
11	162	289	104	102	169	18	67	41	323	222	351	126	79	53	1	376	207	4	6	10	6
12	129	132	33	228	482	106	49	69	42	245	129	433	641	1075	31	19	82	24	17	10	45
13	81	66	9	154	371	157	426	864	241	127	251	972	229	5895	4	1487	303	183	2	418	451
14	165	166	44	80	196	93	28	60	8	609	65	931	5595	18483	0	20	76	5	0	127	152
15	5	11	2	3	7	3	36	1	9	0	2	30	0	0	0	93	87	0	0	0	0
16	14	59	48	87	94	43	114	40	344	3	460	30	1312	24	210	10390	1	0	0	0	0
17	100	219	38	103	217	179	1246	486	746	297	498	140	243	107	271	7	1	0	0	0	0
18	5	11	5	3	4	3	66	29	27	0	3	256	620	33	0	0	0	0	0	0	0
19	20	61	63	157	90	18	92	58	43	217	24	16	3	4	417	0	0	0	0	0	0
20	13	39	30	84	61	28	36	38	21	0	34	37	807	429	0	0	0	0	0	0	0
21	7	16	3	5	10	4	5	2	6	1770	7	42	843	396	0	0	0	0	0	0	0

Medium 2051 PM Car Business DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	5	28	3	6	10	3	0	2	0	6	9	6	1	3	0	1	1	0	1	0	0
2	13	50	6	5	25	2	1	0	3	3	16	21	1	5	0	1	2	0	0	2	1
3	4	5	1	2	5	0	0	0	0	1	3	1	0	1	0	0	0	0	0	1	0
4	2	7	4	23	108	5	4	10	4	1	14	38	9	3	0	3	6	0	1	0	0
5	14	20	5	87	79	5	4	15	3	3	17	27	10	6	0	2	5	0	2	0	0
6	1	1	1	6	15	2	0	3	0	0	3	15	0	1	0	0	1	0	1	0	0
7	0	3	1	5	2	1	43	30	32	16	12	2	188	2	6	45	156	0	28	4	3
8	1	2	0	12	4	0	16	2	9	4	9	3	111	11	0	14	49	0	6	1	1
9	2	5	1	2	1	0	36	8	53	32	36	1	94	0	8	71	81	0	9	2	4
10	4	4	1	4	10	1	6	3	14	633	29	29	41	183	0	0	77	0	20	0	5
11	15	10	11	12	15	1	7	6	20	21	15	8	44	2	0	44	41	1	0	0	0
12	13	10	3	16	41	5	4	8	3	28	6	27	102	75	6	1	8	0	1	0	7
13	1	3	0	9	11	1	255	153	94	179	87	171	35	1994	24	906	565	1	19	70	154
14	3	9	2	5	9	3	0	10	0	198	5	73	1327	3007	2	6	10	0	1	8	80
15	0	0	0	0	1	0	2	0	3	0	1	6	2	1	0	14	15	0	1	0	0
16	3	3	2	3	5	0	31	7	58	0	53	3	510	6	35	1301	2	0	0	0	0
17	2	7	1	10	6	2	237	81	102	196	81	15	639	29	64	2	0	0	0	0	0
18	0	0	0	0	0	0	2	1	1	0	2	6	16	1	0	0	0	0	0	0	0
19	0	2	0	4	5	0	32	9	10	39	1	1	22	2	22	0	0	0	0	0	0
20	1	2	2	1	1	0	3	2	2	0	1	1	47	19	0	0	0	0	0	0	0
21	0	0	0	0	2	0	1	0	1	244	0	5	75	70	0	0	0	0	0	0	0

Medium 2051 PM Car Other DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	15	122	9	9	23	1	1	5	6	38	49	43	46	146	5	8	34	5	10	13	6
2	65	957	67	57	133	9	29	9	79	87	200	127	16	127	10	43	61	10	4	33	13
3	6	74	13	31	42	0	9	1	4	9	36	13	3	9	1	19	17	3	5	15	1
4	10	64	30	356	809	135	23	65	31	9	119	152	58	37	1	65	45	1	43	46	1
5	19	104	54	937	514	81	6	101	22	25	164	177	89	111	2	58	49	2	22	22	3
6	1	2	1	83	78	41	0	32	1	3	10	101	123	141	1	48	157	1	15	39	1
7	0	30	13	27	7	1	861	408	325	20	60	6	652	12	2	96	794	0	11	1	0
8	1	4	1	126	44	19	217	26	81	5	35	17	494	25	0	28	242	0	2	0	0
9	1	108	7	14	8	0	377	85	742	55	210	5	618	15	1	305	427	0	3	0	1
10	20	80	6	8	19	3	21	6	53	5231	191	216	18	411	0	1	58	0	4	0	9
11	29	267	34	48	58	3	59	39	165	167	294	62	184	66	0	437	213	1	15	10	4
12	19	149	13	136	205	76	14	18	7	246	60	316	555	832	9	12	41	5	9	6	13
13	5	31	2	37	75	83	705	588	501	20	143	487	228	4870	0	436	345	37	1	7	15
14	20	141	8	15	47	77	10	16	4	316	13	583	4462	19586	1	4	31	0	0	2	16
15	1	7	1	0	2	0	1	0	1	0	0	9	0	1	0	4	2	0	0	0	0
16	3	72	14	29	26	30	84	27	248	2	414	9	457	3	7	10259	3	0	0	0	0
17	6	89	9	35	46	90	912	302	425	51	228	43	166	38	7	3	1	0	0	0	0
18	1	7	3	0	1	0	2	1	1	1	0	19	11	1	0	0	0	0	0	0	0
19	2	14	6	21	15	6	13	9	4	6	8	5	1	0	9	0	0	0	0	0	0
20	3	29	7	19	5	11	1	4	1	0	13	9	11	8	0	0	0	0	0	0	0
21	2	12	1	1	3	0	0	0	1	981	3	7	24	28	0	0	0	0	0	0	0

Medium 2051 PM LGV DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	10	31	7	65	31	0	1	12	3	11	33	53	16	56	2	3	12	2	15	5	2
2	41	54	40	31	69	8	15	5	20	19	83	63	9	33	3	15	25	3	3	10	4
3	3	29	2	13	14	0	3	0	3	3	16	4	0	4	0	8	4	1	0	7	1
4	36	29	25	135	547	28	55	23	42	8	51	54	117	29	1	44	60	0	7	19	1
5	36	83	24	259	80	26	16	11	26	20	65	59	39	56	3	37	20	1	5	15	4
6	4	15	0	42	29	2	0	14	0	2	3	38	28	76	0	14	49	0	5	13	0
7	1	16	7	60	7	0	218	213	167	31	53	3	277	2	0	73	469	0	3	0	0
8	0	2	0	26	8	10	85	10	37	6	12	5	214	10	0	16	141	0	1	0	0
9	0	21	5	71	11	0	172	27	275	72	191	2	138	5	0	256	295	0	1	0	0
10	6	11	2	16	11	3	17	11	55	3497	124	133	39	392	0	0	77	0	1	0	3
11	18	55	12	35	37	3	22	4	84	90	55	17	40	10	0	121	60	0	0	1	0
12	13	40	3	42	45	17	1	4	1	84	19	62	166	318	1	3	7	0	1	1	3
13	24	25	1	213	50	23	375	310	160	76	96	207	224	2899	0	56	421	3	0	315	367
14	54	11	3	26	24	19	1	25	1	268	3	256	2211	12901	0	1	4	0	0	0	15
15	1	2	0	1	2	1	8	0	2	0	0	8	0	0	0	4	3	0	0	0	0
16	1	12	7	44	14	5	80	12	226	0	165	1	269	0	0	5856	1	0	0	0	0
17	31	66	7	79	27	31	600	171	301	44	86	17	708	4	0	1	0	0	0	0	0
18	1	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	29	28	6	11	12	2	14	3	5	1	0	3	0	0	0	0	0	0	0	0	0
20	3	9	7	12	7	6	1	0	1	0	1	2	363	0	0	0	0	0	0	0	0
21	1	3	0	1	3	1	0	0	1	1415	0	7	292	40	0	0	0	0	0	0	0

Medium 2051 PM HGV DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	0	0	0	2	3	0	0	0	0	1	0	8	2	7	0	0	1	0	0	1	0
2	0	2	2	5	1	0	0	0	1	0	1	0	3	0	0	0	2	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0
4	0	0	0	9	35	1	3	1	1	0	1	2	3	2	0	1	3	0	1	0	0
5	6	10	1	33	4	1	1	2	1	2	4	7	8	3	0	1	4	0	0	1	0
6	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
7	0	0	0	2	0	0	24	9	16	17	2	0	96	2	0	6	55	0	0	0	0
8	0	0	0	1	1	0	8	1	2	1	0	0	51	7	0	1	14	0	0	0	0
9	0	0	0	3	0	0	18	2	30	4	11	0	22	1	0	26	33	0	0	0	0
10	0	0	0	0	1	0	3	0	8	429	10	10	1	30	0	0	5	0	0	0	0
11	0	0	0	1	1	0	4	0	8	4	8	3	3	1	0	13	9	0	0	0	0
12	1	0	0	1	4	0	0	0	0	7	0	5	8	46	0	0	0	0	0	0	0
13	1	5	0	2	12	1	56	37	24	2	6	10	28	327	0	7	64	1	0	0	56
14	3	4	1	2	8	0	0	6	0	22	1	44	228	1550	0	3	0	0	0	0	25
15	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0
16	0	0	0	2	0	0	8	1	26	0	21	0	32	0	0	723	0	0	0	0	0
17	14	5	1	3	5	0	64	18	32	2	9	1	294	1	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	4	0	0	1	5	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	176	0	0	56	36	0	0	0	0	0	0	0

Medium 2021 AM Car Commuter DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	20	85	5	19	43	11	1	2	3	45	82	39	28	95	3	21	35	3	5	9	4
2	127	550	55	108	252	11	19	2	68	82	199	112	30	220	15	48	179	15	14	61	22
3	41	106	7	94	126	1	7	10	9	17	78	19	10	45	2	32	21	3	13	19	3
4	20	46	31	506	1176	169	15	39	65	16	70	173	107	66	2	134	79	3	117	107	2
5	47	184	42	1745	656	108	4	58	22	46	154	365	112	141	5	108	57	2	22	28	7
6	5	5	2	60	28	38	0	24	0	4	1	53	123	81	1	39	151	2	24	42	2
7	3	27	7	90	13	6	607	486	661	51	65	20	298	12	12	129	1173	81	85	39	7
8	10	5	1	114	60	60	375	35	62	15	14	52	678	54	0	26	438	25	31	23	1
9	4	57	3	97	14	0	536	53	964	148	311	19	186	3	20	350	749	39	41	26	7
10	80	62	10	48	69	12	105	20	197	5086	193	161	64	406	0	2	255	0	189	0	19
11	116	240	43	113	199	21	176	30	639	340	265	61	124	34	1	371	445	2	7	24	6
12	60	165	18	335	234	138	9	25	6	261	78	250	716	696	22	14	53	220	4	9	31
13	44	8	4	249	100	104	386	870	243	160	56	438	214	5950	0	1046	101	541	0	546	533
14	120	65	26	93	123	125	20	134	8	985	31	768	5386	18198	0	29	57	29	1	492	365
15	7	6	1	7	7	3	46	0	23	0	4	23	0	0	0	199	195	0	0	0	0
16	16	29	8	122	38	38	284	52	734	2	392	17	1212	21	88	10270	3	0	0	0	0
17	47	35	22	161	45	105	881	318	636	260	199	36	202	27	92	1	1	0	0	0	0
18	7	6	2	4	3	3	7	3	3	0	3	15	47	4	0	0	0	0	0	0	0
19	16	4	43	56	25	20	126	26	28	140	3	7	0	0	164	0	0	0	0	0	0
20	20	20	7	22	7	27	24	12	6	0	12	7	372	179	0	0	0	0	0	0	0
21	9	8	1	7	8	4	15	3	12	4808	1	44	423	160	0	0	0	0	0	0	0

Medium 2021 AM Car Business DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	3	2	0	1	5	0	0	0	0	10	22	2	0	5	0	6	0	0	0	0	0
2	3	31	4	3	22	1	1	0	3	2	10	8	1	8	0	3	4	0	0	2	1
3	4	4	1	2	5	0	0	0	1	1	14	1	0	3	0	0	0	0	0	0	0
4	2	2	2	23	90	11	3	5	2	1	8	7	6	3	0	3	5	0	2	2	0
5	5	17	4	74	43	7	1	4	1	3	9	16	2	5	0	3	1	0	0	0	0
6	0	0	0	6	3	2	0	1	0	0	0	2	0	2	0	0	1	0	1	0	0
7	0	3	2	5	2	0	19	15	21	5	4	2	211	0	0	20	175	0	26	2	0
8	1	0	0	4	4	2	10	1	2	1	11	3	122	6	0	5	71	0	8	1	0
9	0	2	1	6	2	0	19	5	43	11	11	1	113	0	2	40	98	0	10	1	1
10	20	2	0	4	7	0	12	3	26	491	23	23	67	176	0	0	181	0	31	0	4
11	13	12	3	5	8	2	8	2	19	14	10	2	72	1	0	33	73	0	0	1	0
12	3	15	3	16	21	7	0	1	0	14	3	10	126	47	3	1	8	0	0	0	2
13	0	1	0	16	7	1	86	59	105	27	18	56	30	1223	2	259	119	0	19	12	14
14	1	7	1	11	10	2	0	8	0	138	0	55	1872	2604	2	9	20	0	1	6	49
15	0	0	0	1	1	0	3	0	5	0	1	7	5	2	0	28	38	0	1	0	0
16	4	1	0	8	4	0	36	9	59	0	44	2	840	6	9	1018	2	0	0	0	0
17	0	1	0	15	5	1	94	36	112	33	24	5	316	4	3	1	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
19	0	0	0	3	2	1	19	6	19	10	1	1	17	0	1	0	0	0	0	0	0
20	0	1	2	1	0	0	3	1	2	0	0	0	59	7	0	0	0	0	0	0	0
21	0	0	0	1	1	0	2	1	3	254	0	5	116	78	0	0	0	0	0	0	0

Medium 2021 AM Car Other DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	22	313	16	14	30	6	2	9	7	40	82	30	73	78	4	10	64	4	11	10	5
2	126	648	41	51	174	16	15	7	64	66	154	92	45	193	9	35	79	10	7	35	13
3	13	75	10	21	88	3	2	11	4	20	54	18	4	24	1	21	9	1	6	8	1
4	11	55	35	278	1201	87	10	32	37	15	62	100	55	38	1	69	39	2	48	52	2
5	22	116	41	751	505	62	3	33	15	33	100	189	71	114	3	43	38	1	13	9	5
6	6	3	1	45	26	25	1	18	0	5	3	35	97	69	1	31	117	2	16	31	2
7	3	17	8	16	5	3	852	269	270	4	16	18	320	26	0	18	497	0	4	0	0
8	7	6	2	38	39	37	301	23	29	1	8	22	352	13	0	5	175	0	3	1	0
9	6	43	7	19	7	1	258	20	906	11	71	16	124	7	0	67	207	0	1	0	0
10	77	58	11	14	29	9	12	4	25	2801	118	193	5	163	0	2	29	0	0	0	3
11	103	222	50	50	171	13	37	11	167	102	296	53	59	33	1	267	133	1	3	7	1
12	92	171	13	168	207	101	9	17	5	163	78	304	328	528	5	9	42	49	2	7	9
13	158	34	5	43	164	106	246	198	101	5	36	181	139	2051	0	82	181	115	0	0	0
14	248	68	13	41	126	105	27	17	9	119	41	483	2537	10581	0	2	64	0	0	0	4
15	10	7	1	2	3	2	0	0	0	0	2	13	0	0	0	2	0	0	0	0	0
16	22	40	15	46	32	39	43	11	143	2	279	8	240	5	1	5615	2	0	0	0	0
17	146	49	20	29	91	107	392	116	181	11	74	32	391	56	0	1	1	0	0	0	0
18	10	7	5	2	2	3	0	0	0	0	1	9	0	0	0	0	0	0	0	0	0
19	34	11	26	46	40	21	8	3	2	0	4	8	0	0	0	0	0	0	0	0	0
20	27	25	13	38	13	38	0	1	0	0	5	2	1	0	0	0	0	0	0	0	0
21	12	9	2	2	3	3	0	0	0	567	1	24	1	9	0	0	0	0	0	0	0

Medium 2021 AM LGV DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	10	28	1	21	13	2	0	1	1	6	17	9	22	19	1	1	34	1	7	4	2
2	36	29	16	38	81	7	4	3	12	10	59	36	14	32	2	14	41	2	8	10	3
3	3	39	1	19	24	1	1	1	1	2	8	5	1	10	1	13	4	0	4	5	1
4	16	28	9	88	305	41	20	17	20	4	24	23	80	9	0	22	29	0	13	11	0
5	22	65	13	404	50	19	7	7	11	17	33	43	25	27	5	23	15	0	6	4	6
6	0	3	0	18	8	1	0	5	0	1	1	10	23	13	0	10	21	0	3	7	1
7	1	11	4	37	5	1	167	108	123	21	17	2	204	1	0	49	330	0	2	0	0
8	0	1	1	16	5	9	88	9	24	2	4	2	150	7	0	9	107	0	0	0	0
9	3	17	2	36	8	0	112	26	274	29	78	2	132	2	0	144	262	0	1	0	0
10	8	12	1	16	8	3	25	14	72	2963	92	83	17	226	0	0	83	0	1	0	3
11	20	61	11	28	43	7	32	6	114	111	52	12	56	7	2	101	84	0	0	0	0
12	13	56	2	44	39	33	2	3	1	77	13	53	179	238	1	3	12	0	1	1	2
13	29	22	1	112	25	16	242	188	150	40	34	130	191	2411	0	39	301	3	0	190	180
14	70	24	2	34	47	20	1	26	3	280	10	288	1630	11016	0	2	6	0	0	0	42
15	1	2	0	1	1	1	9	0	4	0	0	7	0	1	0	3	4	0	0	0	0
16	2	7	3	33	19	13	95	18	257	0	153	1	168	1	0	5038	1	0	0	0	0
17	35	33	4	40	10	27	356	110	211	20	56	5	447	3	0	0	0	0	0	0	0
18	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	6	8	5	7	4	5	8	2	3	1	0	1	0	0	0	0	0	0	0	0	0
20	6	9	2	8	5	10	0	0	1	0	0	0	190	0	0	0	0	0	0	0	0
21	2	3	0	1	1	1	0	0	1	1217	0	6	200	25	0	0	0	0	0	0	0

Medium 2021 AM HGV DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	4	11	0	3	1	0	0	0	0	0	0	3	12	5	0	0	12	0	0	0	0
2	0	1	0	13	8	14	0	0	1	0	3	2	12	4	0	0	12	0	3	0	0
3	0	0	0	5	2	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0
4	3	3	0	23	84	3	5	3	3	0	2	4	16	4	0	1	5	0	3	1	0
5	3	20	0	104	7	2	3	1	3	0	3	2	13	7	0	1	10	0	4	0	0
6	0	0	0	1	4	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
7	0	0	0	6	2	0	33	13	32	3	5	0	49	0	0	11	92	0	1	0	0
8	0	0	0	2	0	0	13	2	3	2	0	0	39	2	0	1	27	0	0	0	0
9	0	0	0	6	3	0	32	5	58	21	22	0	42	0	0	42	92	0	0	0	0
10	0	0	0	4	1	0	10	4	16	844	22	26	13	55	0	0	16	0	0	0	1
11	0	0	0	6	3	1	14	2	26	12	13	0	18	6	0	29	29	0	0	0	0
12	0	2	0	8	5	0	0	0	0	19	1	9	36	73	0	0	3	0	0	1	2
13	16	18	0	9	12	1	72	56	49	59	10	24	55	663	0	35	107	1	0	86	36
14	11	4	0	11	9	2	0	5	0	61	4	100	447	3165	0	10	1	0	0	0	64
15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3	0	0	0	0
16	0	0	0	4	3	1	34	5	78	0	40	0	57	9	0	1443	1	0	0	0	0
17	17	13	0	7	8	1	103	29	72	4	17	1	150	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	8	0	3	1	3	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	1	1	0	0	0	0	0	2	86	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	349	0	6	70	43	0	0	0	0	0	0	0

Medium 2021 IP Car Commuter DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	14	32	10	11	37	5	1	0	4	27	35	44	23	91	3	8	40	3	8	10	5
2	116	170	27	39	65	4	8	0	16	34	103	51	16	51	6	25	59	6	6	21	8
3	15	22	7	18	34	0	1	0	0	5	9	8	2	8	1	4	7	1	6	4	1
4	20	36	18	257	744	46	9	22	32	7	52	86	42	31	1	64	47	1	27	51	1
5	20	33	34	592	273	44	3	29	9	9	62	129	63	53	1	34	41	2	29	27	2
6	5	1	1	34	20	30	1	18	0	3	4	70	61	36	1	22	88	0	16	26	1
7	2	4	2	8	2	0	182	89	164	27	22	7	97	20	50	40	267	9	29	7	2
8	8	1	1	13	17	10	92	7	23	4	7	13	222	22	0	11	96	2	7	3	1
9	2	15	2	20	2	0	165	20	287	45	119	3	52	2	7	125	163	6	7	4	2
10	80	32	7	11	17	2	21	3	36	1267	70	52	27	237	0	1	65	0	45	0	2
11	95	72	21	38	70	3	26	5	99	72	105	18	21	11	0	107	74	0	4	8	2
12	56	24	5	98	80	56	4	8	2	52	25	73	147	232	7	4	21	40	4	8	16
13	39	12	2	36	45	75	106	213	71	41	31	168	57	1468	0	323	56	123	0	125	370
14	137	17	10	23	55	64	15	16	3	180	15	206	1411	4561	0	8	41	8	0	71	75
15	11	3	0	1	2	1	41	0	2	0	0	5	0	0	0	33	44	0	0	0	0
16	8	20	4	43	13	12	34	8	98	1	93	4	306	12	40	2604	1	0	0	0	0
17	39	35	5	31	27	67	309	98	166	75	72	22	48	53	80	1	0	0	0	0	0
18	12	3	0	1	2	1	13	3	5	0	1	39	85	11	0	0	0	0	0	0	0
19	16	8	4	22	24	8	29	8	9	51	2	3	0	0	101	0	0	0	0	0	0
20	36	13	4	25	10	16	8	4	4	0	4	2	131	99	0	0	0	0	0	0	0
21	16	4	0	2	3	1	2	1	2	724	1	10	310	95	0	0	0	0	0	0	0

Medium 2021 IP Car Business DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	13	5	2	22	24	3	0	0	0	7	6	14	3	13	0	0	3	0	1	1	0
2	13	10	1	4	4	0	2	0	1	1	6	2	0	2	0	0	2	0	0	1	0
3	3	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	6	7	1	18	63	3	6	3	5	1	3	5	8	3	0	4	10	0	1	1	0
5	10	3	2	65	31	3	2	3	2	1	5	11	4	3	0	2	3	0	1	0	0
6	2	0	0	3	2	2	0	0	0	0	1	3	0	1	0	0	1	0	1	0	0
7	0	0	0	4	1	0	37	16	24	6	3	1	128	1	4	14	127	0	14	1	1
8	3	0	0	2	2	0	14	2	5	1	1	1	72	3	0	3	39	0	3	0	0
9	0	1	0	5	1	0	32	7	48	9	9	1	82	0	5	35	74	0	5	1	1
10	7	1	0	3	3	0	10	2	14	618	25	24	39	136	0	0	81	0	14	0	4
11	14	3	1	4	5	0	5	1	15	18	9	1	34	0	0	26	32	0	0	0	0
12	7	1	0	17	8	2	0	0	0	17	2	10	60	50	2	0	3	0	0	0	4
13	2	0	0	15	4	0	124	73	91	126	33	57	38	1002	15	311	292	0	10	20	89
14	4	1	0	3	2	2	0	4	0	154	0	65	974	2590	1	2	7	0	0	3	54
15	1	0	0	0	0	0	8	0	2	0	0	5	3	1	0	11	25	0	1	0	0
16	1	0	0	5	1	0	21	5	53	0	33	1	347	1	10	1115	1	0	0	0	0
17	2	2	0	7	2	0	129	38	68	78	27	3	322	6	26	1	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	2	0	0	1	0	0	15	3	5	14	0	0	10	0	4	0	0	0	0	0	0
20	2	0	0	0	0	0	1	0	1	0	0	0	21	3	0	0	0	0	0	0	0
21	1	0	0	0	0	0	0	0	1	257	0	3	82	50	0	0	0	0	0	0	0

Medium 2021 IP Car Other DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	31	100	20	14	30	15	3	4	8	55	77	43	160	145	7	11	153	7	31	20	10
2	150	479	44	62	127	10	15	3	45	92	193	85	22	93	10	39	70	10	9	35	15
3	30	46	15	37	65	1	2	2	2	18	37	11	6	22	1	7	16	2	12	7	2
4	21	57	45	479	1090	66	16	27	33	11	75	100	44	47	1	49	52	2	52	49	2
5	42	153	73	1133	516	59	5	33	10	21	93	149	106	113	1	26	71	2	30	23	2
6	10	7	5	42	63	28	0	29	0	4	8	75	109	90	1	28	134	2	21	36	2
7	7	15	5	16	5	2	734	232	311	27	29	13	447	27	4	36	559	0	7	0	0
8	3	3	2	23	38	33	212	18	47	3	11	16	371	15	0	10	181	0	2	1	0
9	10	65	3	32	11	0	314	49	694	27	140	9	264	4	1	170	311	0	2	0	0
10	81	91	6	13	25	4	28	4	32	3518	150	133	14	320	0	2	46	0	1	0	5
11	128	232	53	73	140	3	35	10	130	148	273	48	86	25	0	285	136	0	3	7	2
12	58	141	17	154	145	62	6	10	3	126	42	182	328	550	2	4	39	4	4	6	4
13	81	21	4	71	114	113	455	371	236	21	78	293	164	3096	0	206	410	82	1	134	36
14	170	107	21	48	84	95	22	18	4	384	20	526	3145	14126	0	3	68	0	0	1	14
15	12	8	1	1	3	1	3	0	0	0	0	7	0	0	0	3	1	0	0	0	0
16	28	53	12	75	40	27	55	14	194	2	297	9	325	4	3	6967	2	0	0	0	0
17	90	81	12	60	47	121	587	181	288	37	123	32	506	72	3	2	0	0	0	0	0
18	12	9	1	1	2	1	0	0	0	0	0	6	3	0	0	0	0	0	0	0	0
19	28	17	6	58	31	15	10	4	3	2	5	5	0	0	3	0	0	0	0	0	0
20	39	35	11	57	27	32	1	3	1	0	6	2	89	4	0	0	0	0	0	0	0
21	17	12	1	1	4	1	0	0	0	713	1	4	96	21	0	0	0	0	0	0	0

Medium 2021 IP LGV DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	14	29	4	17	12	4	1	4	2	9	18	12	39	36	1	3	52	2	20	5	2
2	59	46	16	29	49	3	5	1	11	13	50	24	8	18	3	7	23	2	4	9	4
3	3	14	1	13	15	0	1	0	1	2	9	3	1	7	0	3	3	0	4	2	1
4	25	26	12	110	265	20	23	10	16	6	26	23	70	13	1	26	33	1	9	12	2
5	18	47	17	248	70	15	7	4	7	7	25	30	29	27	1	15	18	0	9	8	1
6	2	2	2	16	17	3	0	4	0	3	1	26	18	20	1	8	26	0	4	9	1
7	1	5	1	23	5	1	141	59	89	19	11	2	159	1	1	24	265	0	2	0	0
8	0	1	0	8	5	12	54	6	19	5	3	3	130	4	0	5	83	0	0	0	0
9	2	14	1	15	6	0	101	23	180	23	59	1	104	1	0	97	166	0	1	0	0
10	15	9	1	9	7	1	21	18	28	2105	63	63	33	206	0	0	84	0	1	0	2
11	30	44	12	23	30	1	14	3	48	99	44	8	31	4	0	67	40	0	0	1	0
12	26	28	4	21	29	14	2	2	1	46	10	41	105	193	1	2	11	0	2	1	2
13	43	18	1	86	33	21	238	173	97	128	29	100	136	1677	0	29	305	6	0	343	292
14	74	16	4	17	21	16	2	14	1	212	5	196	1251	7632	0	1	8	0	0	0	15
15	3	1	0	1	1	0	6	0	1	0	0	7	0	0	0	2	7	0	0	0	0
16	6	7	3	24	16	8	48	9	113	0	104	1	148	0	0	3552	0	0	0	0	0
17	54	29	4	26	16	33	319	89	143	57	36	10	450	5	1	1	0	0	0	0	0
18	3	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	11	14	3	12	7	5	8	1	2	1	0	3	0	0	0	0	0	0	0	0	0
20	11	6	3	10	7	10	0	0	1	0	1	2	332	0	0	0	0	0	0	0	0
21	4	2	0	0	1	0	0	0	0	859	0	5	278	26	0	0	0	0	0	0	0

Medium 2021 IP HGV DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	0	7	0	1	1	0	0	1	0	0	1	2	14	0	0	0	13	0	1	0	0
2	13	0	3	6	2	0	0	0	0	0	0	0	9	0	0	0	3	0	0	0	0
3	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
4	0	1	1	11	38	1	2	1	1	0	2	0	4	0	0	2	1	0	1	0	0
5	0	4	2	33	3	0	1	0	1	0	1	3	16	6	0	1	6	0	5	0	0
6	0	0	0	1	0	0	0	0	0	0	0	2	1	1	0	0	1	0	0	0	0
7	2	0	0	3	1	0	19	7	16	2	2	0	29	1	0	4	50	0	0	0	0
8	0	0	0	1	0	0	7	1	2	3	0	0	22	1	0	1	14	0	0	0	0
9	1	0	0	2	2	0	17	2	26	6	10	0	21	0	0	17	33	0	0	0	0
10	0	0	0	2	1	0	4	3	7	395	9	16	8	36	0	0	10	0	0	0	0
11	4	0	0	3	2	0	3	0	10	5	5	0	8	0	0	13	8	0	0	0	0
12	1	4	0	2	1	0	0	0	0	12	0	7	20	39	0	0	1	0	0	0	1
13	7	9	1	4	7	0	47	33	23	55	5	15	26	302	0	9	71	0	0	86	65
14	7	1	0	2	2	0	0	3	0	30	3	50	217	1424	0	4	1	0	0	0	1
15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	4	0	0	0	0
16	0	0	0	1	1	1	8	1	20	0	21	0	24	2	0	670	0	0	0	0	0
17	11	4	0	2	2	0	57	15	31	5	7	1	99	1	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	6	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	1	0	0	0	0	0	1	86	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	162	0	2	79	16	0	0	0	0	0	0	0

Medium 2021 PM Car Commuter DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	35	304	41	50	96	22	5	9	12	84	148	97	72	172	9	19	76	9	34	26	12
2	166	613	110	63	219	13	29	2	67	82	299	273	28	126	11	50	78	11	21	41	15
3	12	64	15	34	64	2	14	1	5	16	74	15	3	20	1	15	21	3	7	12	2
4	34	115	77	476	1655	86	65	152	75	37	140	303	178	77	4	120	83	4	45	45	5
5	76	153	63	1043	622	60	13	86	23	50	184	227	106	128	5	54	62	4	27	20	7
6	18	19	7	121	145	38	0	67	2	14	32	178	109	85	2	51	107	4	18	36	3
7	2	20	7	18	10	4	571	437	525	95	133	13	384	26	95	275	786	11	104	23	20
8	6	9	7	46	50	28	254	30	105	36	62	22	872	131	0	108	304	2	20	7	7
9	11	78	5	52	28	0	560	102	824	179	576	16	222	6	21	617	533	5	23	7	12
10	58	117	12	33	52	19	46	15	129	4562	294	231	124	1202	0	2	257	0	138	0	5
11	134	212	72	81	131	16	56	23	277	174	262	86	56	36	1	303	169	2	3	5	5
12	102	95	21	165	326	83	27	44	23	167	82	239	481	872	22	11	47	18	9	5	34
13	69	53	8	137	302	132	358	724	195	91	178	689	196	5107	3	1248	261	162	2	354	390
14	153	139	42	77	177	87	28	54	5	508	48	685	5060	16294	0	19	75	5	0	123	142
15	5	9	2	3	6	3	33	1	9	0	1	19	0	0	0	83	81	0	0	0	0
16	13	48	41	81	82	37	103	30	300	2	321	16	1097	21	180	9143	1	0	0	0	0
17	89	191	34	96	183	150	1091	426	620	257	374	75	214	91	239	6	1	0	0	0	0
18	5	9	5	3	4	3	65	29	26	0	1	163	570	32	0	0	0	0	0	0	0
19	18	51	58	151	83	15	84	34	36	189	5	9	3	3	374	0	0	0	0	0	0
20	13	34	29	83	56	26	33	27	17	0	12	22	693	383	0	0	0	0	0	0	0
21	7	13	2	5	9	4	5	2	5	1566	3	26	721	350	0	0	0	0	0	0	0

Medium 2021 PM Car Business DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	2	17	3	5	6	3	0	1	0	4	7	3	1	3	0	1	1	0	1	0	0
2	8	32	5	4	14	1	1	0	2	3	12	15	1	5	0	1	1	0	0	2	1
3	3	4	1	2	3	0	1	0	0	1	2	1	0	1	0	0	0	0	0	1	0
4	2	7	5	26	96	5	5	9	4	1	8	21	10	4	0	3	6	0	2	1	0
5	9	14	4	73	46	4	2	8	2	2	9	12	6	5	0	2	3	0	1	0	0
6	1	1	1	7	13	2	0	3	0	0	1	10	1	1	0	0	1	0	1	0	0
7	0	2	1	4	1	0	37	27	27	13	10	1	160	1	5	39	131	0	24	4	2
8	0	2	0	4	3	0	14	2	8	3	6	1	98	10	0	13	44	0	6	1	1
9	1	3	1	1	0	0	32	7	46	27	32	1	82	0	8	63	71	0	8	2	3
10	2	2	1	3	5	1	6	2	13	524	24	20	34	158	0	0	65	0	17	0	5
11	10	6	5	8	9	1	6	3	18	18	11	2	39	0	0	36	34	0	0	0	0
12	7	6	1	9	16	3	1	6	1	20	3	11	84	61	5	0	4	0	0	0	5
13	1	1	0	7	6	1	213	134	78	147	71	134	29	1677	20	761	477	1	16	59	130
14	2	6	2	4	5	2	0	8	0	159	1	53	1125	2555	2	5	8	0	0	7	68
15	0	0	0	0	1	0	2	0	3	0	0	4	2	1	0	13	13	0	0	0	0
16	1	2	2	2	3	0	26	6	50	0	41	1	426	5	29	1105	1	0	0	0	0
17	2	5	1	8	3	1	203	72	87	161	67	9	539	25	54	2	0	0	0	0	0
18	0	0	0	0	0	0	2	1	1	0	1	4	14	1	0	0	0	0	0	0	0
19	0	2	0	3	3	0	28	8	9	33	0	0	19	2	19	0	0	0	0	0	0
20	0	1	2	1	0	0	3	2	2	0	0	1	40	17	0	0	0	0	0	0	0
21	0	0	0	0	1	0	1	0	1	206	0	3	63	60	0	0	0	0	0	0	0

Medium 2021 PM Car Other DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	13	84	8	9	19	0	1	3	5	34	45	37	39	127	4	7	30	4	10	12	6
2	52	562	53	44	104	3	21	7	56	65	151	97	13	88	7	31	48	7	4	25	10
3	5	46	11	29	35	0	7	0	4	8	27	8	3	7	1	16	15	2	5	13	1
4	9	42	29	359	754	64	24	44	31	9	75	103	53	34	1	60	43	1	40	44	1
5	15	80	46	865	429	38	6	57	19	21	99	119	71	88	2	45	40	2	18	18	3
6	1	2	0	72	57	25	0	25	1	2	4	64	89	109	0	36	118	1	11	30	1
7	0	20	11	28	6	1	692	367	277	17	49	5	495	10	1	76	634	0	9	1	0
8	1	2	0	46	25	11	194	24	75	4	26	8	416	19	0	25	210	0	2	0	0
9	1	69	6	13	7	0	323	82	664	51	187	3	521	9	1	260	349	0	3	0	1
10	15	50	5	8	14	1	17	5	47	4108	165	139	11	306	0	1	46	0	3	0	7
11	24	165	22	34	52	1	47	21	148	145	241	35	98	25	0	332	160	0	7	4	2
12	15	88	8	77	117	32	9	10	4	141	33	172	415	566	4	5	19	2	5	2	5
13	4	20	1	30	53	40	537	504	418	14	109	370	183	3867	0	333	272	30	0	5	12
14	16	71	7	13	37	36	9	14	3	264	8	466	3615	15821	0	4	27	0	0	1	13
15	1	5	0	0	2	0	1	0	1	0	0	6	0	0	0	4	2	0	0	0	0
16	2	39	12	24	20	12	68	22	215	1	324	4	350	2	6	8184	2	0	0	0	0
17	4	57	7	32	34	51	727	266	355	41	178	22	126	30	5	2	0	0	0	0	0
18	1	5	2	0	1	0	1	1	1	0	0	11	9	1	0	0	0	0	0	0	0
19	2	10	5	20	13	4	12	6	4	5	3	2	1	0	8	0	0	0	0	0	0
20	3	20	8	19	5	8	1	2	1	0	5	6	10	8	0	0	0	0	0	0	0
21	2	8	1	1	2	0	0	0	1	792	1	4	18	22	0	0	0	0	0	0	0

Medium 2021 PM LGV DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	7	22	5	47	22	0	1	9	2	8	24	38	11	40	1	2	9	1	11	4	2
2	29	41	30	23	52	6	11	4	15	14	63	48	7	25	2	11	19	2	3	8	3
3	2	22	2	10	11	0	2	0	2	2	12	3	0	3	0	6	3	1	0	5	0
4	25	22	19	101	412	21	42	17	32	6	38	40	88	22	1	33	45	0	6	14	1
5	25	62	18	195	61	19	12	8	19	15	49	44	29	42	2	28	15	1	4	11	3
6	3	11	0	31	22	2	0	11	0	1	2	29	21	57	0	10	37	0	4	10	0
7	0	12	5	45	6	0	164	160	126	23	40	3	208	1	0	55	352	0	2	0	0
8	0	2	0	19	6	8	64	8	28	4	9	4	161	7	0	12	106	0	0	0	0
9	0	16	3	54	8	0	129	21	207	54	144	2	103	4	0	193	222	0	1	0	0
10	4	8	1	12	8	2	12	8	41	2629	93	100	30	295	0	0	58	0	0	0	2
11	13	41	9	26	28	2	17	3	63	68	41	13	30	7	0	91	45	0	0	1	0
12	9	30	2	32	34	13	1	3	1	63	14	47	125	239	1	3	5	0	1	1	2
13	17	19	1	160	38	17	282	233	120	57	72	156	168	2180	0	42	316	2	0	237	276
14	38	8	2	20	18	14	1	19	1	202	2	193	1662	9700	0	1	3	0	0	0	12
15	1	2	0	1	1	0	6	0	2	0	0	6	0	0	0	3	3	0	0	0	0
16	1	9	6	33	10	4	60	9	170	0	124	1	202	0	0	4403	1	0	0	0	0
17	22	50	6	59	20	23	451	128	227	33	65	13	532	3	0	1	0	0	0	0	0
18	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	20	21	5	8	9	2	10	2	4	1	0	2	0	0	0	0	0	0	0	0	0
20	2	7	6	9	5	4	1	0	1	0	1	1	273	0	0	0	0	0	0	0	0
21	1	2	0	1	2	1	0	0	1	1064	0	5	220	30	0	0	0	0	0	0	0

Medium 2021 PM HGV DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	0	0	0	1	3	0	0	0	0	0	0	7	2	6	0	0	1	0	0	0	0
2	0	2	2	4	1	0	0	0	1	0	1	0	2	0	0	0	1	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	8	31	1	2	1	1	0	1	2	3	2	0	0	3	0	1	0	0
5	5	9	1	29	3	1	1	1	1	2	4	6	6	2	0	1	4	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
7	0	0	0	2	0	0	21	7	14	15	2	0	84	2	0	5	48	0	0	0	0
8	0	0	0	1	1	0	7	1	2	1	0	0	44	6	0	1	13	0	0	0	0
9	0	0	0	2	0	0	16	2	26	3	9	0	19	0	0	23	29	0	0	0	0
10	0	0	0	0	1	0	3	0	7	373	8	9	1	26	0	0	4	0	0	0	0
11	0	0	0	1	1	0	3	0	7	4	7	3	3	1	0	12	8	0	0	0	0
12	0	0	0	1	4	0	0	0	0	6	0	4	7	40	0	0	0	0	0	0	0
13	1	5	0	1	11	0	49	33	21	2	5	9	24	284	0	6	55	0	0	0	49
14	2	3	1	2	7	0	0	5	0	19	1	39	198	1347	0	3	0	0	0	0	22
15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
16	0	0	0	2	0	0	7	1	22	0	18	0	28	0	0	628	0	0	0	0	0
17	11	4	1	3	5	0	56	16	28	1	8	1	255	1	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	3	0	0	1	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	153	0	0	49	32	0	0	0	0	0	0	0

Medium 2036 AM Car Commuter DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	24	103	6	18	47	12	1	5	4	58	90	41	33	116	3	25	38	3	6	8	5
2	198	773	63	111	284	16	23	4	82	113	230	131	40	303	19	57	207	18	16	69	28
3	53	126	8	94	136	2	8	15	9	23	96	23	11	53	3	35	22	3	13	17	4
4	25	51	32	488	1200	189	16	55	68	20	80	191	115	75	2	147	83	3	118	106	2
5	64	225	45	1773	770	121	4	61	25	62	165	484	136	178	6	125	65	2	24	28	8
6	7	6	2	57	33	43	0	24	0	4	1	57	147	94	1	44	170	2	26	43	2
7	4	30	6	88	22	7	631	478	661	66	69	30	319	13	12	131	1187	76	84	40	7
8	12	8	1	137	155	71	387	36	65	18	20	113	740	62	0	33	451	23	46	33	2
9	5	67	3	96	24	0	585	55	1021	184	329	31	212	5	21	376	830	39	46	30	8
10	102	73	10	44	68	15	109	20	198	5724	211	202	93	495	0	2	260	0	189	0	20
11	144	286	47	230	305	31	203	39	707	388	307	127	157	58	3	496	540	3	27	55	8
12	83	203	26	545	345	179	10	38	11	442	107	424	906	981	32	28	92	317	7	15	49
13	59	9	4	260	126	118	444	928	264	172	64	490	228	6424	0	1156	107	547	0	615	589
14	140	60	24	83	115	126	19	129	8	1040	41	801	5578	19336	0	29	55	26	1	497	363
15	9	6	1	7	7	3	49	0	24	0	6	28	0	0	0	212	200	0	0	0	0
16	21	36	8	119	46	40	305	53	753	2	428	26	1352	23	94	10973	3	0	0	0	0
17	60	43	22	160	61	113	949	325	651	296	216	55	218	29	96	1	1	0	0	0	0
18	9	6	2	3	3	4	8	3	3	0	5	18	51	5	0	0	0	0	0	0	0
19	20	3	43	53	28	21	135	26	29	157	5	11	0	0	173	0	0	0	0	0	0
20	25	22	7	20	7	27	25	12	6	0	22	10	402	192	0	0	0	0	0	0	0
21	11	8	1	6	7	4	15	3	11	5079	2	50	454	177	0	0	0	0	0	0	0

Medium 2036 AM Car Business DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	6	3	0	2	7	0	0	1	0	16	29	3	0	7	0	13	0	0	0	0	0
2	8	45	5	2	29	1	1	0	4	4	11	10	1	11	1	4	5	0	0	3	1
3	6	4	1	1	5	0	0	0	1	1	18	1	0	3	0	0	0	0	0	0	0
4	2	2	2	19	98	10	3	12	2	1	13	11	8	4	0	4	6	0	2	2	0
5	6	26	4	84	70	9	1	4	1	4	10	39	4	8	0	5	1	0	0	0	0
6	0	1	0	6	4	2	0	1	0	0	0	3	1	2	0	0	1	0	1	0	0
7	0	3	2	4	3	0	20	15	20	5	5	3	224	0	0	21	183	0	28	2	0
8	1	0	0	4	10	2	10	1	2	1	19	8	123	6	0	5	71	0	8	1	0
9	0	2	1	5	3	0	20	5	45	11	12	3	122	0	2	41	105	0	11	1	1
10	33	3	0	4	8	0	13	3	29	545	24	31	76	197	0	0	202	0	34	0	5
11	18	15	3	7	17	2	9	2	20	15	12	6	79	3	0	38	80	0	0	2	0
12	5	20	5	25	38	9	0	1	0	18	5	23	147	60	3	2	11	0	0	0	3
13	1	1	0	14	11	1	95	62	110	30	19	65	32	1337	2	286	130	0	20	13	16
14	1	7	1	9	11	1	0	8	0	148	0	65	2011	2788	2	9	21	0	1	6	51
15	0	0	0	0	1	0	3	0	5	0	2	9	5	2	0	30	41	0	1	0	0
16	6	1	0	7	6	0	38	9	61	0	49	5	919	6	9	1092	2	0	0	0	0
17	0	2	0	13	10	1	101	36	114	36	30	11	341	4	4	1	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
19	0	0	1	3	3	1	20	6	20	11	3	2	18	0	1	0	0	0	0	0	0
20	0	1	2	0	0	0	3	1	2	0	0	1	65	8	0	0	0	0	0	0	0
21	0	1	0	1	1	0	2	1	3	272	0	7	126	84	0	0	0	0	0	0	0

Medium 2036 AM Car Other DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	23	718	16	13	41	6	2	26	9	48	110	44	89	95	4	12	71	4	12	10	6
2	217	1094	51	74	266	22	22	23	82	92	218	136	73	354	12	51	107	12	9	40	17
3	15	78	11	19	109	3	2	39	4	23	98	50	4	28	1	23	10	2	6	7	2
4	13	65	36	256	1240	95	11	93	39	17	153	235	67	48	1	80	44	2	46	50	2
5	29	145	48	785	606	80	4	77	17	43	187	284	101	164	4	56	51	1	15	10	6
6	9	4	1	52	32	28	1	21	0	7	3	43	152	109	2	44	170	3	20	36	2
7	3	16	8	15	4	4	1001	273	282	6	19	18	377	28	0	20	557	0	4	0	0
8	8	9	4	56	85	42	316	26	30	3	20	57	385	19	0	10	185	0	9	6	0
9	6	42	7	16	6	1	299	21	941	16	75	19	148	11	0	74	241	0	1	0	0
10	95	69	12	14	34	10	16	11	30	3581	138	327	13	227	1	2	44	10	6	0	7
11	119	255	54	121	262	27	46	33	183	137	350	104	90	64	2	343	172	1	13	19	3
12	112	211	19	281	306	135	11	41	8	277	135	495	460	750	9	23	79	99	7	15	16
13	193	38	5	43	182	120	321	227	111	19	63	243	164	2414	0	96	212	129	0	0	0
14	275	71	12	35	137	105	30	33	11	207	88	681	2893	12210	0	2	71	0	0	0	4
15	12	8	1	2	3	3	0	0	0	2	2	23	0	0	0	2	0	0	0	0	0
16	27	53	17	43	38	44	54	16	156	2	335	16	302	6	1	6584	2	0	0	0	0
17	178	54	21	26	96	119	482	127	203	19	93	52	460	65	0	1	1	0	0	0	0
18	12	8	5	2	2	3	0	0	0	2	1	17	0	0	0	0	0	0	0	0	0
19	44	12	28	46	47	25	10	6	2	2	12	16	0	0	0	0	0	0	0	0	0
20	33	31	14	35	14	42	0	2	0	0	11	6	1	0	0	0	0	0	0	0	0
21	14	10	2	2	4	3	0	0	0	659	1	48	1	11	0	0	0	0	0	0	0

Medium 2036 AM LGV DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	15	42	1	32	19	2	1	1	2	9	26	14	34	29	2	1	52	2	11	6	3
2	57	39	21	50	108	10	5	4	16	13	79	48	19	43	3	19	54	3	11	14	4
3	4	51	2	25	32	2	1	1	2	3	11	6	2	13	1	17	6	1	5	7	1
4	25	37	12	117	405	55	26	22	26	6	31	30	107	13	0	30	39	0	17	14	1
5	35	86	17	537	68	25	10	9	15	23	44	57	33	36	6	30	19	1	9	6	8
6	0	4	0	24	10	2	0	7	0	2	2	13	30	17	1	13	28	0	4	10	1
7	1	14	5	49	7	2	222	143	164	27	22	3	272	1	0	65	439	0	3	0	0
8	0	2	1	22	7	11	117	13	32	3	5	2	200	9	0	12	142	0	1	0	0
9	5	23	3	48	10	1	149	35	364	38	104	3	176	2	0	192	348	0	1	0	0
10	13	16	2	21	11	5	34	18	96	3940	123	110	23	300	0	0	110	0	1	0	3
11	32	81	15	38	57	10	42	9	152	148	69	16	74	10	2	134	112	0	0	1	0
12	21	74	3	59	52	44	3	4	1	102	17	71	238	317	1	4	16	0	1	1	3
13	45	29	1	149	33	21	321	249	199	54	45	172	255	3206	0	52	400	4	1	252	239
14	109	32	3	45	62	27	2	35	4	372	13	383	2167	14650	0	3	7	0	0	0	56
15	2	3	0	1	1	1	12	0	5	0	0	9	0	1	0	5	5	0	0	0	0
16	4	9	4	44	26	17	126	23	342	0	204	1	223	1	1	6701	2	0	0	0	0
17	55	44	5	54	14	35	473	146	281	27	75	7	595	3	0	1	0	0	0	0	0
18	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	9	11	6	10	5	6	11	3	4	1	0	2	0	0	0	0	0	0	0	0	0
20	9	12	3	11	7	13	1	0	1	0	1	1	253	0	0	0	0	0	0	0	0
21	3	4	0	1	1	1	0	0	2	1618	0	7	266	34	0	0	0	0	0	0	0

Medium 2036 AM HGV DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	6	14	0	4	2	0	0	0	0	0	0	4	16	7	0	0	16	0	0	0	0
2	1	1	0	15	10	16	0	0	1	0	3	3	14	4	0	1	14	0	3	0	0
3	0	0	0	6	3	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0
4	4	3	0	27	96	4	6	3	4	0	3	5	19	4	0	2	6	0	4	1	0
5	4	23	0	120	8	2	3	1	3	0	3	2	15	8	0	1	12	0	4	0	0
6	0	0	0	2	4	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
7	0	0	0	7	2	0	38	15	37	3	6	0	56	0	0	12	105	0	1	0	0
8	0	0	0	3	0	0	15	2	4	3	0	0	45	3	0	1	31	0	0	0	0
9	0	0	0	7	3	0	36	5	66	25	25	0	49	0	0	48	105	0	1	0	0
10	0	0	0	5	1	0	12	4	18	971	26	30	15	64	0	0	18	0	0	0	1
11	0	0	0	7	4	1	17	2	30	14	15	0	21	7	0	33	33	0	0	0	0
12	0	3	0	9	6	0	0	0	0	22	1	11	42	84	0	0	3	0	0	1	2
13	22	20	0	10	14	1	83	64	56	68	11	28	63	762	0	40	123	2	0	98	42
14	15	4	0	12	10	2	0	6	0	71	5	115	515	3641	0	12	2	0	0	0	73
15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	4	0	0	0	0
16	0	0	0	4	4	1	39	6	90	0	46	0	66	10	0	1659	2	0	0	0	0
17	23	15	0	8	9	1	118	34	83	4	19	1	172	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	10	0	3	1	4	0	3	1	1	0	0	1	0	0	0	0	0	0	0	0	0
20	0	0	0	0	1	1	0	0	0	0	0	2	99	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	401	0	7	80	50	0	0	0	0	0	0	0

Medium 2036 IP Car Commuter DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	20	43	13	13	50	7	1	1	6	39	47	63	34	130	4	11	52	4	11	13	6
2	176	213	32	41	73	5	9	1	19	43	116	59	20	62	7	29	68	6	7	23	9
3	22	25	9	18	38	0	1	0	0	6	11	11	3	9	1	5	8	1	6	4	1
4	27	39	18	244	746	46	9	30	33	7	78	114	45	33	1	66	48	1	27	50	1
5	30	40	37	597	294	47	3	50	10	10	85	154	74	60	1	38	46	2	31	28	2
6	7	1	1	34	20	30	1	18	0	3	5	74	70	39	1	24	93	0	16	26	1
7	2	4	2	7	2	0	189	88	167	28	24	7	106	21	52	41	275	9	30	8	2
8	12	2	2	19	37	10	94	8	24	4	8	23	243	24	0	13	101	2	9	6	1
9	4	17	2	19	2	0	180	20	311	47	129	4	61	3	8	136	178	6	8	4	2
10	114	38	7	11	17	2	23	3	36	1408	75	75	36	267	0	2	67	0	45	0	2
11	131	84	23	64	95	5	32	7	112	79	118	28	28	15	0	139	96	0	10	16	2
12	81	28	7	135	111	65	4	11	4	81	36	121	183	304	10	6	30	56	7	11	23
13	58	15	2	37	49	80	122	232	79	48	37	195	62	1595	0	364	61	124	0	139	402
14	180	17	10	21	55	60	14	16	4	192	16	237	1459	4825	0	8	40	7	0	70	73
15	16	3	0	1	2	1	44	0	2	0	0	7	0	0	0	35	45	0	0	0	0
16	11	23	4	41	13	13	35	8	102	1	112	4	342	13	43	2771	1	0	0	0	0
17	55	40	5	30	29	70	337	104	178	82	85	27	52	58	86	1	0	0	0	0	0
18	16	3	0	1	2	1	12	3	5	0	1	52	87	11	0	0	0	0	0	0	0
19	23	9	4	22	25	8	31	9	10	55	4	4	0	0	108	0	0	0	0	0	0
20	52	15	4	25	10	17	9	5	4	0	7	3	144	106	0	0	0	0	0	0	0
21	22	4	0	1	3	1	2	1	2	758	1	14	338	100	0	0	0	0	0	0	0

Medium 2036 IP Car Business DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	41	13	3	31	41	4	1	0	0	18	10	28	5	23	1	1	4	0	1	1	1
2	29	16	2	4	8	0	2	0	1	3	10	3	0	3	0	1	3	0	0	1	0
3	6	2	0	1	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
4	11	9	1	16	79	3	7	4	6	1	5	8	11	4	0	6	12	0	1	1	0
5	27	5	3	96	66	3	4	6	3	1	8	29	7	5	0	4	7	0	1	0	0
6	4	0	0	3	3	2	0	0	0	0	1	4	0	1	0	0	1	0	1	0	0
7	0	0	0	4	1	0	39	17	25	8	3	1	141	1	4	15	136	0	14	1	1
8	3	0	0	2	5	0	14	2	5	1	1	2	76	3	0	4	39	0	3	0	0
9	0	1	0	5	2	0	33	7	50	11	9	1	89	0	5	37	78	0	5	1	1
10	10	1	0	3	4	0	13	2	18	690	28	29	43	157	0	0	90	0	15	0	4
11	20	5	1	4	10	0	6	2	16	21	9	3	37	0	0	30	36	0	1	1	0
12	11	2	0	28	24	3	0	1	0	23	4	23	66	61	2	1	3	0	0	1	4
13	2	1	0	14	6	0	135	75	95	141	35	61	42	1102	16	344	319	0	10	22	98
14	5	2	0	2	3	2	0	4	0	174	0	70	1053	2808	1	2	8	0	0	3	58
15	1	0	0	0	0	0	9	0	2	0	0	6	3	1	0	12	27	0	1	0	0
16	1	0	0	4	2	0	23	5	55	0	36	1	382	1	10	1214	1	0	0	0	0
17	2	2	0	7	2	0	141	39	72	90	29	4	352	7	29	1	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	2	0	0	1	1	0	16	3	6	16	0	0	11	0	5	0	0	0	0	0	0
20	3	1	0	0	0	0	2	0	1	0	0	0	23	3	0	0	0	0	0	0	0
21	2	0	0	0	0	0	0	0	1	280	0	4	90	55	0	0	0	0	0	0	0

Medium 2036 IP Car Other DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	38	157	27	17	42	19	4	7	14	74	96	61	219	189	9	13	207	9	43	25	13
2	239	669	54	80	159	15	20	4	52	123	239	119	30	120	14	48	90	14	12	45	20
3	41	57	16	37	70	1	3	3	2	20	39	16	7	25	1	8	19	2	14	8	2
4	27	67	45	455	1093	76	16	46	30	11	127	161	48	49	1	47	54	2	54	48	2
5	56	226	77	1107	547	69	6	81	10	21	153	201	122	124	2	27	81	2	32	24	2
6	13	14	5	45	79	34	0	31	0	4	13	109	141	113	1	29	169	2	24	39	2
7	9	18	6	17	5	3	868	238	333	31	31	16	539	30	4	38	663	0	8	0	0
8	5	5	3	36	67	37	223	20	46	3	18	35	398	17	0	11	193	0	6	6	0
9	13	76	3	31	12	0	351	46	709	28	143	12	301	6	1	171	360	0	3	0	0
10	114	115	6	13	27	5	32	4	32	4257	159	197	18	376	0	2	55	1	2	0	6
11	161	278	60	113	186	7	42	17	136	158	310	72	106	35	0	327	174	0	10	18	3
12	81	177	21	219	190	78	7	15	5	179	54	275	405	675	3	6	61	8	7	9	6
13	118	28	5	78	141	155	566	406	271	27	101	364	194	3676	0	230	492	93	1	151	43
14	240	144	24	51	96	120	25	21	6	463	26	663	3700	16588	0	3	80	0	0	1	16
15	16	11	1	1	3	1	4	0	0	0	0	11	0	0	0	3	1	0	0	0	0
16	45	75	15	88	49	37	73	19	233	3	383	14	435	6	3	8311	2	0	0	0	0
17	128	107	14	63	54	156	712	193	326	44	145	46	607	85	3	2	1	0	0	0	0
18	16	11	1	1	2	1	0	0	0	1	0	11	3	0	0	0	0	0	0	0	0
19	38	22	7	58	34	17	12	11	3	3	12	10	0	0	3	0	0	0	0	0	0
20	52	44	11	57	29	38	1	7	1	0	13	4	101	4	0	0	0	0	0	0	0
21	24	16	1	1	5	2	0	0	0	846	2	6	116	24	0	0	0	0	0	0	0

Medium 2036 IP LGV DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	25	51	6	29	21	7	2	8	3	16	32	21	69	63	3	5	90	3	35	9	4
2	108	62	22	39	65	3	7	1	15	17	67	32	10	23	3	10	30	3	6	12	5
3	6	19	2	17	20	1	1	1	1	3	12	4	1	10	1	3	4	0	5	3	1
4	45	34	16	147	352	27	31	14	21	8	35	30	93	17	2	34	44	1	12	17	3
5	32	62	23	329	94	20	9	6	10	9	33	39	38	36	1	21	24	1	12	11	2
6	3	3	2	22	23	4	0	6	0	4	2	35	24	26	1	11	34	0	6	12	2
7	1	7	2	30	6	1	187	79	119	26	15	3	211	2	1	31	352	0	2	0	0
8	0	1	0	11	6	16	71	7	26	6	4	4	173	6	0	7	111	0	0	0	0
9	4	19	1	19	9	0	135	30	239	30	78	2	138	2	0	129	221	0	1	0	0
10	27	12	1	12	9	1	28	24	38	2800	84	83	44	274	0	0	112	0	1	0	2
11	55	59	16	31	40	2	18	4	64	132	59	11	41	6	0	89	53	0	1	1	0
12	48	38	5	28	39	19	3	2	1	61	14	54	139	257	1	2	15	0	3	2	3
13	79	24	2	114	44	28	317	230	129	170	38	133	181	2230	0	39	406	8	0	457	388
14	134	22	6	22	29	22	3	18	1	283	7	260	1664	10150	0	1	10	0	0	0	19
15	5	2	0	1	1	0	8	0	2	0	0	10	0	0	0	3	9	0	0	0	0
16	10	9	4	31	21	10	64	12	150	0	138	1	196	1	0	4724	1	0	0	0	0
17	97	39	5	35	22	43	424	118	190	76	48	14	599	6	1	1	0	0	0	0	0
18	6	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	20	19	3	16	10	7	10	2	3	2	1	4	0	0	0	0	0	0	0	0	0
20	19	8	4	13	9	14	1	0	1	0	1	2	442	0	0	0	0	0	0	0	0
21	7	3	0	1	2	0	0	0	1	1142	0	7	370	35	0	0	0	0	0	0	0

Medium 2036 IP HGV DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	0	11	0	2	1	0	0	2	0	0	1	3	22	0	0	0	20	0	1	0	0
2	21	0	3	7	2	0	0	0	0	0	0	0	10	0	0	0	3	0	0	0	0
3	0	1	0	2	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
4	1	1	1	13	44	1	2	1	1	0	2	0	5	0	0	2	2	0	1	0	0
5	0	5	2	38	4	0	1	0	1	0	1	4	18	7	0	1	7	0	6	1	0
6	0	0	0	1	0	0	0	0	0	0	0	2	1	1	0	0	1	0	0	0	0
7	3	0	0	3	1	0	22	8	19	3	3	0	33	1	0	5	57	0	0	0	0
8	0	0	0	1	0	0	8	1	2	3	0	0	25	1	0	1	16	0	0	0	0
9	1	0	0	3	2	0	20	3	30	7	12	0	25	0	0	19	38	0	0	0	0
10	0	0	0	2	1	0	4	3	8	454	10	18	9	42	0	0	12	0	0	0	0
11	6	0	0	4	2	0	3	0	11	6	6	0	9	0	0	15	9	0	0	0	0
12	1	5	0	2	1	0	0	0	0	14	0	7	23	45	0	0	2	0	0	0	1
13	12	11	1	5	8	0	54	38	27	63	6	17	29	347	0	10	82	0	0	98	74
14	11	1	0	2	2	0	0	3	0	35	3	58	250	1638	0	4	1	0	0	0	1
15	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	4	0	0	0	0
16	0	0	0	1	1	1	10	1	23	0	24	0	28	2	0	771	0	0	0	0	0
17	17	5	0	3	3	0	66	17	35	6	8	1	114	1	1	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	10	0	1	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	1	0	0	0	0	0	1	99	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	186	0	3	91	19	0	0	0	0	0	0	0

Medium 2036 PM Car Commuter DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	37	364	45	53	107	25	6	12	17	98	158	113	83	189	10	21	79	9	35	26	13
2	196	848	138	74	264	14	36	7	82	102	362	365	39	159	13	57	92	12	25	45	17
3	14	76	17	34	67	2	15	3	6	17	77	20	4	22	1	17	21	3	7	12	2
4	33	126	77	465	1661	89	72	195	76	39	249	446	206	78	4	121	84	4	43	41	5
5	86	180	69	1085	727	68	26	159	31	57	266	315	148	139	6	60	72	5	31	20	7
6	19	21	8	126	172	45	0	75	3	16	54	248	142	100	3	60	122	4	19	39	4
7	2	21	6	16	10	4	582	437	548	98	144	14	421	27	99	281	794	11	103	23	20
8	8	11	10	70	59	30	255	34	108	45	80	36	936	131	0	108	306	2	20	7	7
9	12	86	5	50	31	0	578	107	897	184	638	22	247	7	22	640	556	5	24	7	12
10	64	150	12	37	59	22	58	20	155	4969	321	377	144	1270	0	2	274	0	143	0	5
11	148	265	95	93	155	16	61	38	296	204	321	115	72	48	1	345	190	3	6	9	6
12	118	121	30	209	442	97	45	64	39	225	118	397	588	986	28	17	75	22	16	9	42
13	74	61	9	142	341	144	391	793	221	117	230	892	210	5408	4	1364	278	168	2	383	414
14	152	152	41	73	180	85	26	55	7	558	60	854	5133	16957	0	19	70	5	0	117	140
15	5	10	2	3	6	3	33	1	8	0	2	27	0	0	0	85	80	0	0	0	0
16	13	55	44	80	86	40	105	36	315	3	422	27	1204	22	193	9532	1	0	0	0	0
17	91	201	35	94	199	164	1143	446	685	272	457	129	223	98	248	6	1	0	0	0	0
18	4	10	4	3	4	3	61	26	25	0	3	235	569	31	0	0	0	0	0	0	0
19	18	56	57	144	83	16	85	53	40	199	22	15	3	3	382	0	0	0	0	0	0
20	12	35	28	77	56	26	33	35	19	0	31	34	741	394	0	0	0	0	0	0	0
21	7	15	2	4	9	4	5	2	5	1624	6	39	773	363	0	0	0	0	0	0	0

Medium 2036 PM Car Business DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	4	25	3	6	9	3	0	2	0	5	8	6	1	2	0	1	1	0	1	0	0
2	12	46	5	5	23	2	1	0	2	3	15	20	1	4	0	1	1	0	0	2	1
3	4	5	1	2	5	0	0	0	0	1	2	1	0	1	0	0	0	0	0	1	0
4	2	6	4	22	100	4	4	9	3	1	13	35	8	3	0	2	5	0	1	0	0
5	13	19	4	80	73	5	4	14	3	2	16	25	9	5	0	2	4	0	2	0	0
6	1	0	1	5	14	2	0	3	0	0	3	14	0	1	0	0	1	0	1	0	0
7	0	2	1	4	2	1	40	28	29	14	11	1	173	2	5	42	143	0	25	4	3
8	1	2	0	11	4	0	14	2	8	3	8	2	102	10	0	13	45	0	6	1	1
9	2	4	1	2	1	0	33	7	49	30	33	1	86	0	8	65	75	0	8	2	3
10	3	4	1	4	9	1	6	3	13	581	26	27	37	168	0	0	70	0	18	0	5
11	14	9	10	11	14	1	6	6	18	19	14	7	40	2	0	40	37	0	0	0	0
12	12	10	3	14	37	5	3	7	3	26	6	25	94	69	6	1	7	0	1	0	6
13	1	3	0	9	10	1	234	141	86	164	80	157	32	1829	22	832	519	1	18	64	141
14	3	8	2	5	9	2	0	9	0	182	5	67	1217	2758	2	6	9	0	1	8	74
15	0	0	0	0	1	0	2	0	3	0	0	5	2	1	0	13	14	0	1	0	0
16	2	3	2	3	5	0	28	7	53	0	48	3	468	6	32	1193	1	0	0	0	0
17	2	7	1	9	5	2	217	74	94	180	74	14	587	26	58	2	0	0	0	0	0
18	0	0	0	0	0	0	2	1	1	0	2	5	15	1	0	0	0	0	0	0	0
19	0	2	0	4	4	0	29	8	9	36	1	1	20	2	20	0	0	0	0	0	0
20	1	2	1	1	1	0	3	2	2	0	1	1	43	18	0	0	0	0	0	0	0
21	0	0	0	0	2	0	1	0	1	224	0	4	69	64	0	0	0	0	0	0	0

Medium 2036 PM Car Other DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	14	112	8	9	22	0	1	4	6	35	45	39	42	134	4	8	31	4	9	12	6
2	60	880	61	53	122	9	27	8	75	80	185	116	15	117	9	40	57	9	4	30	12
3	5	68	11	28	39	0	9	1	4	8	33	12	3	9	1	17	15	3	5	14	1
4	9	60	27	327	744	124	21	60	29	9	110	140	53	34	1	60	42	1	39	42	1
5	18	97	49	862	473	75	6	93	20	23	151	163	82	102	2	53	45	2	20	21	3
6	1	2	0	76	71	37	0	29	1	3	9	93	113	129	0	44	144	1	14	36	1
7	0	27	12	25	7	1	790	375	298	19	55	6	598	11	2	88	728	0	10	1	0
8	1	4	1	116	40	18	199	24	74	4	32	16	453	23	0	26	222	0	2	0	0
9	1	100	6	13	8	0	346	78	680	51	193	5	567	14	1	280	392	0	3	0	1
10	19	73	5	8	17	2	19	5	48	4803	176	199	17	378	0	1	53	0	4	0	8
11	26	247	31	44	54	3	54	36	152	153	270	57	169	60	0	401	196	0	14	9	4
12	18	138	12	127	189	70	13	17	6	229	56	291	510	770	8	11	38	5	9	5	12
13	5	29	1	34	69	77	647	540	460	18	131	448	209	4468	0	400	317	34	1	6	13
14	18	130	8	14	43	71	9	15	3	290	12	536	4094	17968	1	4	28	0	0	1	14
15	1	6	0	0	2	0	1	0	1	0	0	8	0	0	0	4	2	0	0	0	0
16	2	67	13	26	24	27	77	25	228	1	380	8	419	3	7	9412	2	0	0	0	0
17	5	82	8	32	42	82	837	277	390	47	209	40	152	35	6	2	1	0	0	0	0
18	1	7	2	0	1	0	2	1	1	1	0	19	10	1	0	0	0	0	0	0	0
19	2	12	5	20	14	5	12	8	4	6	8	5	1	0	8	0	0	0	0	0	0
20	3	27	7	17	5	10	1	4	1	0	12	8	10	8	0	0	0	0	0	0	0
21	2	11	1	1	3	0	0	0	1	900	2	6	22	26	0	0	0	0	0	0	0

Medium 2036 PM LGV DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	10	31	7	65	31	0	1	12	3	11	33	53	16	56	2	3	12	2	15	5	2
2	41	54	40	31	69	8	15	5	20	19	83	63	9	33	3	15	25	3	3	10	4
3	3	29	2	13	14	0	3	0	3	3	16	4	0	4	0	8	4	1	0	7	1
4	36	29	25	135	547	28	55	23	42	8	51	54	117	29	1	44	60	0	7	19	1
5	36	83	24	259	80	26	16	11	26	20	65	59	39	56	3	37	20	1	5	15	4
6	4	15	0	42	29	2	0	14	0	2	3	38	28	76	0	14	49	0	5	13	0
7	1	16	7	60	7	0	218	213	167	31	53	3	277	2	0	73	469	0	3	0	0
8	0	2	0	26	8	10	85	10	37	6	12	5	214	10	0	16	141	0	1	0	0
9	0	21	5	71	11	0	172	27	275	72	191	2	138	5	0	256	295	0	1	0	0
10	6	11	2	16	11	3	17	11	55	3497	124	133	39	392	0	0	77	0	1	0	3
11	18	55	12	35	37	3	22	4	84	90	55	17	40	10	0	121	60	0	0	1	0
12	13	40	3	42	45	17	1	4	1	84	19	62	166	318	1	3	7	0	1	1	3
13	24	25	1	213	50	23	375	310	160	76	96	207	224	2899	0	56	421	3	0	315	367
14	54	11	3	26	24	19	1	25	1	268	3	256	2211	12901	0	1	4	0	0	0	15
15	1	2	0	1	2	1	8	0	2	0	0	8	0	0	0	4	3	0	0	0	0
16	1	12	7	44	14	5	80	12	226	0	165	1	269	0	0	5856	1	0	0	0	0
17	31	66	7	79	27	31	600	171	301	44	86	17	708	4	0	1	0	0	0	0	0
18	1	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	29	28	6	11	12	2	14	3	5	1	0	3	0	0	0	0	0	0	0	0	0
20	3	9	7	12	7	6	1	0	1	0	1	2	363	0	0	0	0	0	0	0	0
21	1	3	0	1	3	1	0	0	1	1415	0	7	292	40	0	0	0	0	0	0	0

Medium 2036 PM HGV DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	0	0	0	2	3	0	0	0	0	1	0	8	2	7	0	0	1	0	0	1	0
2	0	2	2	5	1	0	0	0	1	0	1	0	3	0	0	0	2	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0
4	0	0	0	9	35	1	3	1	1	0	1	2	3	2	0	1	3	0	1	0	0
5	6	10	1	33	4	1	1	2	1	2	4	7	8	3	0	1	4	0	0	1	0
6	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
7	0	0	0	2	0	0	24	9	16	17	2	0	96	2	0	6	55	0	0	0	0
8	0	0	0	1	1	0	8	1	2	1	0	0	51	7	0	1	14	0	0	0	0
9	0	0	0	3	0	0	18	2	30	4	11	0	22	1	0	26	33	0	0	0	0
10	0	0	0	0	1	0	3	0	8	429	10	10	1	30	0	0	5	0	0	0	0
11	0	0	0	1	1	0	4	0	8	4	8	3	3	1	0	13	9	0	0	0	0
12	1	0	0	1	4	0	0	0	0	7	0	5	8	46	0	0	0	0	0	0	0
13	1	5	0	2	12	1	56	37	24	2	6	10	28	327	0	7	64	1	0	0	56
14	3	4	1	2	8	0	0	6	0	22	1	44	228	1550	0	3	0	0	0	0	25
15	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0
16	0	0	0	2	0	0	8	1	26	0	21	0	32	0	0	723	0	0	0	0	0
17	14	5	1	3	5	0	64	18	32	2	9	1	294	1	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	4	0	0	1	5	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	176	0	0	56	36	0	0	0	0	0	0	0

Medium 2051 AM Car Commuter DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	27	113	6	20	51	14	1	6	4	63	98	45	36	127	4	27	42	3	6	9	6
2	216	843	69	121	309	18	25	5	89	123	251	143	44	330	20	62	226	19	17	76	31
3	57	137	9	103	148	2	9	16	10	25	104	25	12	58	3	39	24	3	14	19	4
4	27	55	35	533	1308	206	18	60	74	22	88	208	126	82	2	160	91	4	129	116	3
5	70	245	49	1933	840	132	5	66	27	67	180	528	148	194	6	136	71	3	26	30	9
6	8	6	2	62	35	47	0	26	0	5	1	62	160	103	1	48	185	3	28	47	2
7	4	33	7	95	24	7	689	521	721	72	76	33	348	14	13	143	1295	83	92	44	8
8	13	8	1	149	169	77	422	39	71	19	22	123	807	68	0	36	492	26	50	36	2
9	6	73	4	105	26	0	638	60	1113	201	359	34	231	6	23	410	905	42	50	33	9
10	111	80	11	48	74	16	119	22	216	6242	230	221	101	539	0	3	284	0	206	0	22
11	157	312	51	251	333	34	221	43	770	423	335	139	172	64	3	541	589	4	29	60	9
12	90	221	28	594	377	195	11	42	12	482	117	462	988	1070	35	30	100	345	8	16	54
13	64	10	4	283	137	128	484	1012	288	188	70	535	249	7005	0	1261	117	597	0	670	642
14	153	65	26	91	125	138	21	141	9	1134	45	873	6082	21084	0	31	60	28	1	541	396
15	9	7	1	7	7	3	54	0	26	0	6	31	0	0	0	231	218	0	0	0	0
16	23	39	9	130	51	44	333	58	821	3	466	29	1474	25	102	11965	3	0	0	0	0
17	66	46	24	174	66	123	1034	354	710	323	235	60	237	32	104	1	1	0	0	0	0
18	9	7	2	4	4	4	8	3	3	0	6	19	55	5	0	0	0	0	0	0	0
19	22	3	47	57	30	23	148	28	32	171	5	12	0	0	188	0	0	0	0	0	0
20	27	24	7	22	8	29	27	13	6	0	24	10	438	209	0	0	0	0	0	0	0
21	12	9	1	7	8	4	16	3	13	5537	2	55	495	193	0	0	0	0	0	0	0

Medium 2051 AM Car Business DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	7	4	0	2	8	0	0	1	0	18	31	3	0	8	0	14	0	0	0	0	0
2	8	50	5	2	31	1	1	0	4	4	12	11	1	12	1	5	6	0	0	4	1
3	6	4	1	2	6	0	0	0	1	1	19	1	0	4	0	0	0	0	0	0	0
4	3	2	2	21	107	11	4	13	3	1	15	12	8	4	0	4	6	0	2	2	0
5	7	28	5	92	77	10	1	5	1	5	11	42	4	9	0	5	1	0	0	0	1
6	0	1	0	6	4	2	0	1	0	0	0	3	1	2	0	0	1	0	1	0	0
7	0	3	2	4	3	0	21	16	22	5	6	4	244	0	0	22	199	0	30	2	0
8	1	0	0	4	11	2	11	1	2	1	21	8	134	7	0	5	77	0	9	1	0
9	0	3	1	5	4	0	21	5	49	12	13	4	133	0	2	45	114	0	11	1	1
10	35	3	0	4	8	0	14	3	31	594	26	34	83	215	0	0	220	0	38	0	5
11	20	17	3	8	18	3	9	2	22	17	13	6	86	3	0	42	87	0	0	2	0
12	6	22	6	27	42	10	0	2	0	20	5	25	161	65	4	3	12	0	0	0	4
13	1	1	0	15	12	1	103	68	120	33	21	71	35	1458	2	312	142	0	22	14	17
14	1	7	1	10	12	1	0	8	0	161	0	71	2193	3040	2	10	22	0	1	6	56
15	0	0	0	1	1	0	4	0	5	0	2	9	6	3	0	33	44	0	1	0	0
16	7	1	0	8	6	0	41	10	66	0	54	5	1002	7	10	1191	3	0	0	0	0
17	1	3	1	14	10	1	110	40	124	39	33	12	372	5	4	1	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
19	0	0	1	3	3	1	22	6	21	12	3	2	20	0	1	0	0	0	0	0	0
20	0	2	2	0	0	0	4	1	3	0	1	1	71	8	0	0	0	0	0	0	0
21	0	1	0	1	1	0	2	1	4	296	0	7	137	91	0	0	0	0	0	0	0

Medium 2051 AM Car Other DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	25	726	18	14	43	7	3	28	9	52	119	46	97	103	4	13	78	4	13	11	6
2	228	1155	56	77	280	24	24	24	89	100	236	147	80	372	13	56	117	13	10	43	18
3	17	85	12	21	115	4	2	41	4	25	104	52	5	30	1	25	11	2	6	8	2
4	15	70	40	279	1342	104	12	97	42	19	159	243	73	52	1	87	48	2	50	55	2
5	31	156	52	850	650	86	4	80	19	46	196	302	109	177	5	61	55	2	16	11	7
6	10	4	1	56	35	31	1	23	0	7	3	47	166	119	2	48	185	3	22	39	3
7	3	18	9	16	4	4	1091	298	308	6	20	20	411	31	0	22	607	0	4	0	0
8	9	9	4	60	91	46	344	28	32	3	21	62	420	20	0	10	201	0	10	6	0
9	7	46	8	17	7	1	326	23	1026	17	82	20	161	13	0	80	263	0	1	0	0
10	103	75	13	15	36	10	17	11	32	3879	150	344	13	246	1	3	47	10	6	0	7
11	130	277	59	128	281	29	50	34	200	147	379	110	97	69	2	374	187	2	14	21	3
12	122	228	21	301	327	147	12	42	9	294	143	530	496	808	10	25	84	100	7	15	16
13	211	42	5	47	198	131	350	247	121	19	68	263	179	2633	0	105	231	141	0	0	0
14	300	78	13	38	147	114	33	35	12	218	94	715	3155	13313	0	2	77	0	0	0	4
15	13	9	2	2	3	3	0	0	0	2	2	24	0	0	0	2	0	0	0	0	0
16	29	58	18	47	41	48	59	17	170	2	365	17	329	7	1	7179	2	0	0	0	0
17	194	59	22	29	104	129	525	139	221	21	102	56	502	71	0	1	1	0	0	0	0
18	13	9	5	2	2	4	0	0	0	2	1	18	0	0	0	0	0	0	0	0	0
19	48	13	31	51	51	27	11	6	3	2	13	17	0	0	0	0	0	0	0	0	0
20	36	34	15	38	15	46	0	2	0	0	12	6	1	0	0	0	0	0	0	0	0
21	16	11	2	2	4	3	0	0	0	718	1	48	2	12	0	0	0	0	0	0	0

Medium 2051 AM LGV DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	15	42	1	32	19	2	1	1	2	9	26	14	34	29	2	1	52	2	11	6	3
2	57	39	21	50	108	10	5	4	16	13	79	48	19	43	3	19	54	3	11	14	4
3	4	51	2	25	32	2	1	1	2	3	11	6	2	13	1	17	6	1	5	7	1
4	25	37	12	117	405	55	26	22	26	6	31	30	107	13	0	30	39	0	17	14	1
5	35	86	17	537	68	25	10	9	15	23	44	57	33	36	6	30	19	1	9	6	8
6	0	4	0	24	10	2	0	7	0	2	2	13	30	17	1	13	28	0	4	10	1
7	1	14	5	49	7	2	222	143	164	27	22	3	272	1	0	65	439	0	3	0	0
8	0	2	1	22	7	11	117	13	32	3	5	2	200	9	0	12	142	0	1	0	0
9	5	23	3	48	10	1	149	35	364	38	104	3	176	2	0	192	348	0	1	0	0
10	13	16	2	21	11	5	34	18	96	3940	123	110	23	300	0	0	110	0	1	0	3
11	32	81	15	38	57	10	42	9	152	148	69	16	74	10	2	134	112	0	0	1	0
12	21	74	3	59	52	44	3	4	1	102	17	71	238	317	1	4	16	0	1	1	3
13	45	29	1	149	33	21	321	249	199	54	45	172	255	3206	0	52	400	4	1	252	239
14	109	32	3	45	62	27	2	35	4	372	13	383	2167	14650	0	3	7	0	0	0	56
15	2	3	0	1	1	1	12	0	5	0	0	9	0	1	0	5	5	0	0	0	0
16	4	9	4	44	26	17	126	23	342	0	204	1	223	1	1	6701	2	0	0	0	0
17	55	44	5	54	14	35	473	146	281	27	75	7	595	3	0	1	0	0	0	0	0
18	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	9	11	6	10	5	6	11	3	4	1	0	2	0	0	0	0	0	0	0	0	0
20	9	12	3	11	7	13	1	0	1	0	1	1	253	0	0	0	0	0	0	0	0
21	3	4	0	1	1	1	0	0	2	1618	0	7	266	34	0	0	0	0	0	0	0

Medium 2051 AM HGV DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	6	14	0	4	2	0	0	0	0	0	0	4	16	7	0	0	16	0	0	0	0
2	1	1	0	15	10	16	0	0	1	0	3	3	14	4	0	1	14	0	3	0	0
3	0	0	0	6	3	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0
4	4	3	0	27	96	4	6	3	4	0	3	5	19	4	0	2	6	0	4	1	0
5	4	23	0	120	8	2	3	1	3	0	3	2	15	8	0	1	12	0	4	0	0
6	0	0	0	2	4	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
7	0	0	0	7	2	0	38	15	37	3	6	0	56	0	0	12	105	0	1	0	0
8	0	0	0	3	0	0	15	2	4	3	0	0	45	3	0	1	31	0	0	0	0
9	0	0	0	7	3	0	36	5	66	25	25	0	49	0	0	48	105	0	1	0	0
10	0	0	0	5	1	0	12	4	18	971	26	30	15	64	0	0	18	0	0	0	1
11	0	0	0	7	4	1	17	2	30	14	15	0	21	7	0	33	33	0	0	0	0
12	0	3	0	9	6	0	0	0	0	22	1	11	42	84	0	0	3	0	0	1	2
13	22	20	0	10	14	1	83	64	56	68	11	28	63	762	0	40	123	2	0	98	42
14	15	4	0	12	10	2	0	6	0	71	5	115	515	3641	0	12	2	0	0	0	73
15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	4	0	0	0	0
16	0	0	0	4	4	1	39	6	90	0	46	0	66	10	0	1659	2	0	0	0	0
17	23	15	0	8	9	1	118	34	83	4	19	1	172	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	10	0	3	1	4	0	3	1	1	0	0	1	0	0	0	0	0	0	0	0	0
20	0	0	0	0	1	1	0	0	0	0	0	2	99	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	401	0	7	80	50	0	0	0	0	0	0	0

Medium 2051 IP Car Commuter DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	22	47	15	15	55	8	1	1	6	43	51	69	37	143	5	12	57	5	12	14	7
2	193	234	35	45	80	5	10	1	21	47	127	65	22	68	7	32	75	7	7	25	10
3	24	28	10	20	42	0	1	0	0	6	12	12	3	10	1	6	8	1	7	5	1
4	30	43	20	269	819	51	10	33	36	8	85	125	50	36	1	73	52	1	29	55	1
5	33	44	41	656	323	51	3	55	11	11	94	169	82	66	2	42	50	2	34	31	2
6	8	1	1	37	22	33	2	20	0	3	5	82	77	43	1	26	103	0	18	29	1
7	3	4	2	8	2	0	208	97	183	30	26	8	116	23	57	45	302	10	33	8	3
8	13	2	2	21	41	11	104	8	27	5	8	25	267	26	0	14	111	2	10	7	1
9	4	18	2	21	3	0	198	22	342	52	142	4	67	3	8	149	196	7	9	5	2
10	126	41	8	12	18	3	25	4	40	1546	83	82	39	293	0	2	74	0	50	0	3
11	144	92	26	71	104	5	35	8	123	87	130	31	31	17	0	153	105	0	10	17	3
12	89	30	7	148	122	72	5	12	4	89	39	133	201	334	11	6	33	62	8	13	25
13	64	16	3	41	54	88	134	255	87	53	40	214	69	1752	0	400	67	137	0	153	441
14	198	19	11	23	60	65	15	17	4	211	18	260	1603	5300	0	9	44	8	0	77	80
15	18	4	0	1	2	1	48	0	3	0	1	8	0	0	0	39	50	0	0	0	0
16	12	25	4	45	14	14	39	9	112	1	123	5	375	14	47	3044	1	0	0	0	0
17	61	44	6	32	32	77	370	114	195	89	93	29	58	64	94	1	0	0	0	0	0
18	18	4	0	1	2	1	14	4	5	0	1	57	95	13	0	0	0	0	0	0	0
19	25	10	4	24	27	9	35	9	10	60	4	4	0	0	119	0	0	0	0	0	0
20	57	16	4	27	11	18	10	5	4	0	7	3	158	117	0	0	0	0	0	0	0
21	24	5	0	2	3	1	2	1	2	833	1	15	371	110	0	0	0	0	0	0	0

Medium 2051 IP Car Business DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	45	14	4	34	46	4	1	0	0	20	11	31	5	25	1	1	5	0	1	1	1
2	31	17	2	4	8	0	2	0	1	3	11	3	0	3	0	1	3	0	0	1	0
3	6	2	0	1	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
4	12	10	1	18	87	4	8	4	7	2	5	9	12	5	0	6	13	0	1	1	0
5	30	6	4	105	73	3	4	6	4	1	9	32	8	6	0	4	8	0	1	0	0
6	4	0	0	3	3	2	0	0	0	0	1	4	0	1	0	0	2	0	1	0	0
7	0	0	0	4	1	0	43	18	28	9	3	1	155	1	4	17	149	0	16	2	1
8	4	0	0	2	6	0	16	2	5	1	1	2	84	4	0	4	43	0	4	1	0
9	0	1	0	5	2	0	37	8	55	12	10	2	98	0	5	41	86	0	6	1	1
10	11	2	0	4	5	0	14	2	19	757	31	32	48	172	0	0	99	0	17	0	4
11	22	6	1	5	11	0	7	2	17	23	10	3	41	0	0	33	39	0	1	1	0
12	12	2	0	30	27	3	0	1	0	25	4	25	73	67	3	1	4	0	0	1	5
13	3	1	0	15	7	0	148	83	105	155	39	67	46	1211	18	377	350	0	12	24	107
14	6	2	0	3	3	2	0	5	0	191	0	76	1157	3085	1	2	8	0	0	4	64
15	1	0	0	0	0	0	9	0	2	0	0	7	3	1	0	14	29	0	1	0	0
16	1	1	0	5	2	0	25	5	60	0	39	1	420	2	11	1333	2	0	0	0	0
17	2	3	0	7	3	0	154	43	79	98	31	5	387	8	32	1	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	3	0	0	1	1	0	17	4	6	18	0	0	12	0	5	0	0	0	0	0	0
20	3	1	0	0	0	0	2	0	1	0	0	0	25	4	0	0	0	0	0	0	0
21	2	0	0	0	0	0	1	0	1	307	0	4	99	60	0	0	0	0	0	0	0

Medium 2051 IP Car Other DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	42	173	30	19	46	21	5	8	15	81	105	66	241	208	10	15	227	10	47	27	14
2	260	735	59	86	173	16	22	4	56	135	262	131	33	132	16	53	99	15	13	50	22
3	45	62	18	41	77	2	3	4	2	22	43	17	8	27	2	9	20	2	15	8	2
4	29	73	49	500	1198	84	17	50	33	12	139	175	52	53	1	52	60	2	60	52	2
5	61	241	84	1215	599	75	6	88	11	23	168	220	134	137	2	30	88	2	35	26	2
6	14	15	6	50	86	37	0	34	0	4	15	120	155	124	1	32	186	2	27	43	2
7	10	19	6	18	6	3	953	262	366	34	35	17	591	33	5	42	729	0	9	0	0
8	5	5	3	40	73	40	245	22	50	4	20	38	438	18	0	12	212	0	6	6	0
9	15	83	4	34	13	0	385	51	779	30	158	13	331	6	1	187	396	0	3	0	0
10	125	127	7	14	30	5	35	4	35	4674	175	216	20	413	0	2	60	1	2	0	6
11	177	305	66	124	203	8	46	19	150	173	339	78	116	38	0	360	191	0	11	20	4
12	89	194	22	239	208	85	8	16	6	196	60	301	444	740	3	7	67	8	8	10	6
13	130	30	5	86	154	170	621	446	297	30	111	400	213	4037	0	252	541	102	1	165	47
14	264	159	26	56	105	132	28	23	6	508	29	726	4064	18221	0	4	88	0	0	1	18
15	18	12	1	1	3	1	4	0	0	0	0	12	0	0	0	3	1	0	0	0	0
16	49	83	16	97	54	41	80	21	256	3	421	16	478	6	4	9130	2	0	0	0	0
17	141	118	15	70	59	172	782	212	358	49	159	50	666	93	4	2	1	0	0	0	0
18	18	12	1	1	2	1	1	0	0	1	1	11	4	0	0	0	0	0	0	0	0
19	42	24	7	64	37	19	13	12	4	3	13	11	1	0	3	0	0	0	0	0	0
20	57	48	13	63	32	41	1	7	1	0	15	5	111	4	0	0	0	0	0	0	0
21	27	18	1	1	5	2	0	0	1	929	2	7	128	26	0	0	0	0	0	0	0

Medium 2051 IP LGV DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	25	51	6	29	21	7	2	8	3	16	32	21	69	63	3	5	90	3	35	9	4
2	108	62	22	39	65	3	7	1	15	17	67	32	10	23	3	10	30	3	6	12	5
3	6	19	2	17	20	1	1	1	1	3	12	4	1	10	1	3	4	0	5	3	1
4	45	34	16	147	352	27	31	14	21	8	35	30	93	17	2	34	44	1	12	17	3
5	32	62	23	329	94	20	9	6	10	9	33	39	38	36	1	21	24	1	12	11	2
6	3	3	2	22	23	4	0	6	0	4	2	35	24	26	1	11	34	0	6	12	2
7	1	7	2	30	6	1	187	79	119	26	15	3	211	2	1	31	352	0	2	0	0
8	0	1	0	11	6	16	71	7	26	6	4	4	173	6	0	7	111	0	0	0	0
9	4	19	1	19	9	0	135	30	239	30	78	2	138	2	0	129	221	0	1	0	0
10	27	12	1	12	9	1	28	24	38	2800	84	83	44	274	0	0	112	0	1	0	2
11	55	59	16	31	40	2	18	4	64	132	59	11	41	6	0	89	53	0	1	1	0
12	48	38	5	28	39	19	3	2	1	61	14	54	139	257	1	2	15	0	3	2	3
13	79	24	2	114	44	28	317	230	129	170	38	133	181	2230	0	39	406	8	0	457	388
14	134	22	6	22	29	22	3	18	1	283	7	260	1664	10150	0	1	10	0	0	0	19
15	5	2	0	1	1	0	8	0	2	0	0	10	0	0	0	3	9	0	0	0	0
16	10	9	4	31	21	10	64	12	150	0	138	1	196	1	0	4724	1	0	0	0	0
17	97	39	5	35	22	43	424	118	190	76	48	14	599	6	1	1	0	0	0	0	0
18	6	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	20	19	3	16	10	7	10	2	3	2	1	4	0	0	0	0	0	0	0	0	0
20	19	8	4	13	9	14	1	0	1	0	1	2	442	0	0	0	0	0	0	0	0
21	7	3	0	1	2	0	0	0	1	1142	0	7	370	35	0	0	0	0	0	0	0

Medium 2051 IP HGV DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	0	11	0	2	1	0	0	2	0	0	1	3	22	0	0	0	20	0	1	0	0
2	21	0	3	7	2	0	0	0	0	0	0	0	10	0	0	0	3	0	0	0	0
3	0	1	0	2	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
4	1	1	1	13	44	1	2	1	1	0	2	0	5	0	0	2	2	0	1	0	0
5	0	5	2	38	4	0	1	0	1	0	1	4	18	7	0	1	7	0	6	1	0
6	0	0	0	1	0	0	0	0	0	0	0	2	1	1	0	0	1	0	0	0	0
7	3	0	0	3	1	0	22	8	19	3	3	0	33	1	0	5	57	0	0	0	0
8	0	0	0	1	0	0	8	1	2	3	0	0	25	1	0	1	16	0	0	0	0
9	1	0	0	3	2	0	20	3	30	7	12	0	25	0	0	19	38	0	0	0	0
10	0	0	0	2	1	0	4	3	8	454	10	18	9	42	0	0	12	0	0	0	0
11	6	0	0	4	2	0	3	0	11	6	6	0	9	0	0	15	9	0	0	0	0
12	1	5	0	2	1	0	0	0	0	14	0	7	23	45	0	0	2	0	0	0	1
13	12	11	1	5	8	0	54	38	27	63	6	17	29	347	0	10	82	0	0	98	74
14	11	1	0	2	2	0	0	3	0	35	3	58	250	1638	0	4	1	0	0	0	1
15	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	4	0	0	0	0
16	0	0	0	1	1	1	10	1	23	0	24	0	28	2	0	771	0	0	0	0	0
17	17	5	0	3	3	0	66	17	35	6	8	1	114	1	1	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	10	0	1	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	1	0	0	0	0	0	1	99	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	186	0	3	91	19	0	0	0	0	0	0	0

Medium 2051 PM Car Commuter DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	40	396	49	57	116	27	6	13	19	107	172	123	91	206	11	22	86	10	38	29	14
2	214	925	150	81	287	16	40	7	90	111	394	397	42	174	14	63	100	14	28	49	19
3	15	83	18	37	73	2	16	4	6	19	84	21	4	24	2	18	23	4	7	14	2
4	36	137	84	508	1809	97	79	212	83	42	272	486	224	85	5	132	92	4	47	45	6
5	94	197	75	1183	793	74	28	173	34	62	290	344	161	152	6	65	79	5	34	22	8
6	21	23	9	137	187	49	0	81	4	17	59	270	155	109	3	65	133	5	21	43	4
7	3	23	7	18	11	4	634	476	597	107	157	16	459	29	108	306	865	12	112	25	21
8	9	12	11	77	65	33	278	37	117	49	87	39	1020	143	0	118	334	3	22	7	8
9	13	94	5	55	34	0	629	116	978	201	695	24	269	8	24	698	606	5	26	8	13
10	70	164	13	40	65	24	63	22	169	5416	350	411	157	1385	0	3	298	0	156	0	6
11	162	289	104	101	169	18	67	41	323	222	350	126	79	53	1	376	207	4	6	10	6
12	129	132	33	227	482	106	49	69	42	245	129	433	641	1075	31	19	82	24	17	10	45
13	81	66	9	154	372	157	426	864	241	127	251	972	229	5895	4	1487	303	183	2	418	451
14	165	166	44	80	196	93	28	60	8	609	65	931	5595	18483	0	20	76	5	0	127	152
15	5	11	2	3	7	3	36	1	9	0	2	30	0	0	0	93	87	0	0	0	0
16	14	59	48	87	94	43	114	40	344	3	460	30	1312	24	210	10390	1	0	0	0	0
17	100	219	38	103	217	179	1246	486	746	297	498	140	243	107	271	7	1	0	0	0	0
18	5	11	5	3	4	3	66	29	27	0	3	256	620	33	0	0	0	0	0	0	0
19	20	61	63	157	90	18	92	58	43	217	24	16	3	4	417	0	0	0	0	0	0
20	13	39	30	84	61	28	36	38	21	0	34	37	807	429	0	0	0	0	0	0	0
21	7	16	3	5	10	4	5	2	6	1770	7	42	843	396	0	0	0	0	0	0	0

Medium 2051 PM Car Business DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	5	28	3	6	10	3	0	2	0	6	9	6	1	3	0	1	1	0	1	0	0
2	13	50	6	5	25	2	1	0	3	3	16	21	1	5	0	1	2	0	0	2	1
3	4	5	1	2	5	0	0	0	0	1	3	1	0	1	0	0	0	0	0	1	0
4	2	7	4	23	108	5	4	10	4	1	14	38	9	3	0	3	6	0	1	0	0
5	14	20	5	87	79	5	4	15	3	3	17	27	10	6	0	2	5	0	2	0	0
6	1	1	1	6	16	2	0	3	0	0	3	15	0	1	0	0	1	0	1	0	0
7	0	3	1	5	2	1	43	30	32	16	12	2	188	2	6	45	156	0	28	4	3
8	1	2	0	12	4	0	16	2	9	4	9	2	111	11	0	14	49	0	6	1	1
9	2	5	1	2	1	0	36	8	53	32	36	1	94	0	8	71	81	0	9	2	4
10	4	4	1	4	10	1	6	3	14	633	29	29	41	183	0	0	77	0	20	0	5
11	15	10	11	12	15	1	7	6	20	21	15	8	44	2	0	44	41	1	0	0	0
12	13	10	3	16	41	5	4	8	3	28	6	27	102	75	6	1	8	0	1	0	7
13	1	3	0	9	11	1	255	153	94	179	87	171	35	1994	24	906	565	1	19	70	154
14	3	9	2	5	9	3	0	10	0	198	5	73	1327	3007	2	6	10	0	1	8	80
15	0	0	0	0	1	0	2	0	3	0	1	6	2	1	0	14	15	0	1	0	0
16	3	3	2	3	5	0	31	7	58	0	53	3	510	6	35	1301	2	0	0	0	0
17	2	7	1	10	6	2	237	81	102	196	81	15	639	29	64	2	0	0	0	0	0
18	0	0	0	0	0	0	2	1	1	0	2	6	16	1	0	0	0	0	0	0	0
19	0	2	0	4	5	0	32	9	10	39	1	1	22	2	22	0	0	0	0	0	0
20	1	2	2	1	1	0	3	2	2	0	1	1	47	19	0	0	0	0	0	0	0
21	0	0	0	0	2	0	1	0	1	244	0	5	75	70	0	0	0	0	0	0	0

Medium 2051 PM Car Other DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	15	122	9	9	23	1	1	5	6	38	49	43	46	146	5	8	34	5	10	13	6
2	65	957	67	57	133	9	29	9	79	87	200	127	16	127	10	43	61	10	4	33	13
3	6	74	13	31	42	0	9	1	4	9	36	13	3	9	1	19	17	3	5	15	1
4	10	65	30	356	809	135	23	65	31	9	119	152	58	37	1	65	45	1	43	46	1
5	19	104	54	938	514	81	6	101	22	25	164	177	89	111	2	58	49	2	22	22	3
6	1	2	1	83	78	41	0	32	1	3	10	101	123	141	1	48	157	1	15	39	1
7	0	30	13	27	7	1	861	408	325	20	60	6	651	12	2	96	794	0	11	1	0
8	1	4	1	126	44	19	217	26	81	5	35	17	494	25	0	28	242	0	2	0	0
9	1	108	7	14	8	0	377	85	742	55	210	5	618	15	1	305	427	0	3	0	1
10	20	80	6	8	19	3	21	6	53	5231	191	216	18	411	0	1	58	0	4	0	9
11	29	267	34	48	58	3	59	39	165	167	294	62	184	66	0	437	213	1	15	10	4
12	19	150	13	136	205	76	14	18	7	246	60	316	555	832	9	12	41	5	9	6	13
13	5	31	2	37	75	83	705	588	501	20	143	487	228	4870	0	436	345	37	1	7	15
14	20	141	8	15	47	77	10	16	4	316	13	583	4462	19586	1	4	31	0	0	2	16
15	1	7	1	0	2	0	1	0	1	0	0	9	0	1	0	4	2	0	0	0	0
16	3	72	14	29	26	30	84	27	248	2	414	9	457	3	7	10259	3	0	0	0	0
17	6	89	9	35	46	90	912	302	425	51	228	43	166	38	7	3	1	0	0	0	0
18	1	7	3	0	1	0	2	1	1	1	0	19	11	1	0	0	0	0	0	0	0
19	2	14	6	21	15	6	13	9	4	6	8	5	1	0	9	0	0	0	0	0	0
20	3	29	7	19	5	11	1	4	1	0	13	9	11	8	0	0	0	0	0	0	0
21	2	12	1	1	3	0	0	0	1	981	3	7	24	28	0	0	0	0	0	0	0

Medium 2051 PM LGV DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	10	31	7	65	31	0	1	12	3	11	33	53	16	56	2	3	12	2	15	5	2
2	41	54	40	31	69	8	15	5	20	19	83	63	9	33	3	15	25	3	3	10	4
3	3	29	2	13	14	0	3	0	3	3	16	4	0	4	0	8	4	1	0	7	1
4	36	29	25	135	547	28	55	23	42	8	51	54	117	29	1	44	60	0	7	19	1
5	36	83	24	259	80	26	16	11	26	20	65	59	39	56	3	37	20	1	5	15	4
6	4	15	0	42	29	2	0	14	0	2	3	38	28	76	0	14	49	0	5	13	0
7	1	16	7	60	7	0	218	213	167	31	53	3	277	2	0	73	469	0	3	0	0
8	0	2	0	26	8	10	85	10	37	6	12	5	214	10	0	16	141	0	1	0	0
9	0	21	5	71	11	0	172	27	275	72	191	2	138	5	0	256	295	0	1	0	0
10	6	11	2	16	11	3	17	11	55	3497	124	133	39	392	0	0	77	0	1	0	3
11	18	55	12	35	37	3	22	4	84	90	55	17	40	10	0	121	60	0	0	1	0
12	13	40	3	42	45	17	1	4	1	84	19	62	166	318	1	3	7	0	1	1	3
13	24	25	1	213	50	23	375	310	160	76	96	207	224	2899	0	56	421	3	0	315	367
14	54	11	3	26	24	19	1	25	1	268	3	256	2211	12901	0	1	4	0	0	0	15
15	1	2	0	1	2	1	8	0	2	0	0	8	0	0	0	4	3	0	0	0	0
16	1	12	7	44	14	5	80	12	226	0	165	1	269	0	0	5856	1	0	0	0	0
17	31	66	7	79	27	31	600	171	301	44	86	17	708	4	0	1	0	0	0	0	0
18	1	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	29	28	6	11	12	2	14	3	5	1	0	3	0	0	0	0	0	0	0	0	0
20	3	9	7	12	7	6	1	0	1	0	1	2	363	0	0	0	0	0	0	0	0
21	1	3	0	1	3	1	0	0	1	1415	0	7	292	40	0	0	0	0	0	0	0

Medium 2051 PM HGV DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	0	0	0	2	3	0	0	0	0	1	0	8	2	7	0	0	1	0	0	1	0
2	0	2	2	5	1	0	0	0	1	0	1	0	3	0	0	0	2	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0
4	0	0	0	9	35	1	3	1	1	0	1	2	3	2	0	1	3	0	1	0	0
5	6	10	1	33	4	1	1	2	1	2	4	7	8	3	0	1	4	0	0	1	0
6	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
7	0	0	0	2	0	0	24	9	16	17	2	0	96	2	0	6	55	0	0	0	0
8	0	0	0	1	1	0	8	1	2	1	0	0	51	7	0	1	14	0	0	0	0
9	0	0	0	3	0	0	18	2	30	4	11	0	22	1	0	26	33	0	0	0	0
10	0	0	0	0	1	0	3	0	8	429	10	10	1	30	0	0	5	0	0	0	0
11	0	0	0	1	1	0	4	0	8	4	8	3	3	1	0	13	9	0	0	0	0
12	1	0	0	1	4	0	0	0	0	7	0	5	8	46	0	0	0	0	0	0	0
13	1	5	0	2	12	1	56	37	24	2	6	10	28	327	0	7	64	1	0	0	56
14	3	4	1	2	8	0	0	6	0	22	1	44	228	1550	0	3	0	0	0	0	25
15	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0
16	0	0	0	2	0	0	8	1	26	0	21	0	32	0	0	723	0	0	0	0	0
17	14	5	1	3	5	0	64	18	32	2	9	1	294	1	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	4	0	0	1	5	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	176	0	0	56	36	0	0	0	0	0	0	0

Appendix F. Future Year Matrices – High Growth Scenario

High 2021 AM Car Commuter DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	20	85	5	19	42	11	1	3	3	45	81	38	28	96	3	22	34	3	5	8	4
2	136	571	57	109	254	12	20	3	70	85	203	116	31	234	16	50	184	16	14	63	23
3	43	110	7	95	125	2	7	12	9	18	79	21	10	47	2	33	21	3	13	19	4
4	21	47	32	508	1174	174	16	44	66	17	72	183	109	68	2	139	80	3	117	107	2
5	48	187	42	1724	643	109	4	58	22	47	153	397	115	145	5	111	57	2	22	27	7
6	6	5	2	60	28	39	0	25	0	4	1	55	128	84	1	41	154	2	24	42	2
7	3	26	7	88	12	6	607	487	660	51	66	24	299	12	12	130	1163	81	84	39	7
8	10	6	1	123	83	63	376	35	63	15	15	71	689	57	0	28	439	25	36	26	1
9	4	56	3	95	13	0	538	54	968	147	313	23	187	3	20	353	746	39	41	27	8
10	82	62	10	47	67	13	105	20	198	5144	194	164	65	410	0	2	254	0	186	0	19
11	118	241	43	118	200	22	179	31	650	341	269	66	127	36	2	390	456	2	8	26	6
12	62	169	20	377	250	146	9	28	7	271	82	275	736	728	22	17	60	228	5	10	33
13	45	8	4	246	97	104	393	876	243	158	56	449	214	5953	0	1051	100	536	0	546	534
14	121	63	25	90	117	124	19	134	8	974	31	769	5375	18190	0	29	56	29	1	489	363
15	7	6	1	7	7	3	46	0	23	0	4	23	0	0	0	200	193	0	0	0	0
16	16	29	8	118	36	37	281	52	727	2	393	20	1208	21	87	10253	3	0	0	0	0
17	47	35	22	157	44	104	878	318	633	258	200	42	202	27	92	1	1	0	0	0	0
18	7	6	2	4	3	3	7	3	3	0	3	15	47	4	0	0	0	0	0	0	0
19	16	3	43	54	24	20	126	26	28	140	3	8	0	0	164	0	0	0	0	0	0
20	21	20	7	22	7	27	24	12	6	0	13	8	371	179	0	0	0	0	0	0	0
21	9	8	1	7	7	4	15	3	12	4792	1	44	424	162	0	0	0	0	0	0	0

High 2021 AM Car Business DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	3	2	0	2	5	0	0	0	0	11	24	2	0	5	0	6	0	0	0	0	0
2	4	33	4	3	23	1	1	0	3	3	10	9	1	8	1	3	4	0	0	2	1
3	5	4	1	2	5	0	0	0	1	1	15	1	0	3	0	1	0	0	0	0	0
4	2	2	2	23	89	11	3	7	2	1	9	9	6	3	0	4	5	0	2	2	0
5	5	17	4	72	42	7	1	4	1	3	8	21	3	5	0	4	1	0	0	0	0
6	0	0	0	6	3	2	0	1	0	0	0	2	1	2	0	0	1	0	1	0	0
7	0	3	2	5	2	0	19	15	21	5	4	2	212	0	0	20	174	0	26	2	0
8	1	0	0	5	5	2	10	1	2	1	11	5	122	6	0	5	71	0	8	1	0
9	0	2	1	6	2	0	19	5	43	11	11	2	114	0	2	40	98	0	10	1	1
10	21	2	0	4	6	0	12	3	27	492	23	24	68	176	0	0	181	0	31	0	4
11	14	12	3	5	9	2	8	2	19	14	10	2	73	1	0	33	73	0	0	1	0
12	3	16	4	19	24	7	0	1	0	14	3	12	127	49	3	1	8	0	0	0	3
13	1	1	0	15	7	1	86	60	105	27	17	58	30	1222	2	260	118	0	19	12	14
14	1	7	1	11	9	2	0	8	0	138	0	56	1872	2599	2	9	20	0	1	6	48
15	0	0	0	1	1	0	3	0	5	0	1	7	5	2	0	28	38	0	1	0	0
16	5	1	0	8	3	0	35	9	59	0	44	3	839	6	9	1017	2	0	0	0	0
17	0	1	0	15	5	1	93	35	111	33	24	7	315	4	3	1	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
19	0	0	0	3	2	1	19	6	19	10	1	1	17	0	1	0	0	0	0	0	0
20	0	1	2	1	0	0	3	1	2	0	0	0	59	7	0	0	0	0	0	0	0
21	0	0	0	1	1	0	2	1	3	253	0	5	116	78	0	0	0	0	0	0	0

High 2021 AM Car Other DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	21	361	16	14	30	6	2	14	7	40	84	31	73	79	4	10	62	4	11	10	5
2	137	697	43	54	184	17	15	12	66	68	162	97	46	211	9	36	80	10	7	34	13
3	13	76	10	21	88	3	2	19	4	20	62	22	4	24	1	21	9	2	6	8	1
4	11	57	36	279	1204	89	10	51	37	15	80	128	57	40	1	71	39	2	47	51	2
5	22	119	42	748	502	63	3	45	15	33	114	201	73	117	3	44	38	1	12	9	5
6	7	3	1	47	27	26	1	19	0	5	3	37	104	74	1	33	122	2	17	31	2
7	3	17	8	16	4	3	850	269	270	4	16	18	322	26	0	19	492	0	4	0	0
8	7	7	3	45	54	39	301	25	30	2	11	33	359	14	0	6	175	0	5	3	0
9	6	43	7	18	7	1	259	20	909	11	72	16	126	7	0	67	206	0	1	0	0
10	78	59	12	14	29	9	12	6	25	2842	120	205	5	165	0	2	29	0	0	0	3
11	104	226	51	58	177	15	37	16	169	105	306	59	62	36	1	278	136	1	4	8	1
12	93	177	14	190	220	107	9	23	6	172	86	328	342	552	6	12	48	54	3	9	9
13	159	33	5	43	163	107	250	203	101	6	39	188	139	2054	0	83	180	115	0	0	0
14	244	68	13	40	123	104	27	22	9	123	47	501	2530	10570	0	2	63	0	0	0	4
15	10	7	1	2	3	2	0	0	0	0	2	14	0	0	0	2	0	0	0	0	0
16	21	40	15	44	31	39	43	12	142	2	285	9	238	5	1	5602	2	0	0	0	0
17	145	49	19	28	89	108	391	117	180	12	77	33	390	55	0	1	1	0	0	0	0
18	10	7	5	2	2	3	0	0	0	0	1	10	0	0	0	0	0	0	0	0	0
19	34	11	26	45	40	21	8	4	2	1	5	9	0	0	0	0	0	0	0	0	0
20	27	24	13	37	12	38	0	1	0	0	6	3	1	0	0	0	0	0	0	0	0
21	12	9	2	2	3	3	0	0	0	566	1	27	1	9	0	0	0	0	0	0	0

High 2021 AM LGV DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	10	28	1	21	13	2	0	1	1	6	17	9	22	19	1	1	34	1	7	4	2
2	36	29	16	38	81	7	4	3	12	10	59	36	14	32	2	14	41	2	8	10	3
3	3	39	1	19	24	1	1	1	1	2	8	5	1	10	1	13	4	0	4	5	1
4	16	28	9	88	305	41	20	17	20	4	24	23	80	9	0	22	29	0	13	11	0
5	22	65	13	404	50	19	7	7	11	17	33	43	25	27	5	23	15	0	6	4	6
6	0	3	0	18	8	1	0	5	0	1	1	10	23	13	0	10	21	0	3	7	1
7	1	11	4	37	5	1	167	108	123	21	17	2	204	1	0	49	330	0	2	0	0
8	0	1	1	16	5	9	88	9	24	2	4	2	150	7	0	9	107	0	0	0	0
9	3	17	2	36	8	0	112	26	274	29	78	2	132	2	0	144	262	0	1	0	0
10	8	12	1	16	8	3	25	14	72	2963	92	83	17	226	0	0	83	0	1	0	3
11	20	61	11	28	43	7	32	6	114	111	52	12	56	7	2	101	84	0	0	0	0
12	13	56	2	44	39	33	2	3	1	77	13	53	179	238	1	3	12	0	1	1	2
13	29	22	1	112	25	16	242	188	150	40	34	130	191	2411	0	39	301	3	0	190	180
14	70	24	2	34	47	20	1	26	3	280	10	288	1630	11016	0	2	6	0	0	0	42
15	1	2	0	1	1	1	9	0	4	0	0	7	0	1	0	3	4	0	0	0	0
16	2	7	3	33	19	13	95	18	257	0	153	1	168	1	0	5038	1	0	0	0	0
17	35	33	4	40	10	27	356	110	211	20	56	5	447	3	0	0	0	0	0	0	0
18	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	6	8	5	7	4	5	8	2	3	1	0	1	0	0	0	0	0	0	0	0	0
20	6	9	2	8	5	10	0	0	1	0	0	0	190	0	0	0	0	0	0	0	0
21	2	3	0	1	1	1	0	0	1	1217	0	6	200	25	0	0	0	0	0	0	0

High 2021 AM HGV DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	4	11	0	3	1	0	0	0	0	0	0	3	12	5	0	0	12	0	0	0	0
2	0	1	0	13	8	14	0	0	1	0	3	2	12	4	0	0	12	0	3	0	0
3	0	0	0	5	2	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0
4	3	3	0	23	84	3	5	3	3	0	2	4	16	4	0	1	5	0	3	1	0
5	3	20	0	104	7	2	3	1	3	0	3	2	13	7	0	1	10	0	4	0	0
6	0	0	0	1	4	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
7	0	0	0	6	2	0	33	13	32	3	5	0	49	0	0	11	92	0	1	0	0
8	0	0	0	2	0	0	13	2	3	2	0	0	39	2	0	1	27	0	0	0	0
9	0	0	0	6	3	0	32	5	58	21	22	0	42	0	0	42	92	0	0	0	0
10	0	0	0	4	1	0	10	4	16	844	22	26	13	55	0	0	16	0	0	0	1
11	0	0	0	6	3	1	14	2	26	12	13	0	18	6	0	29	29	0	0	0	0
12	0	2	0	8	5	0	0	0	0	19	1	9	36	73	0	0	3	0	0	1	2
13	16	18	0	9	12	1	72	56	49	59	10	24	55	663	0	35	107	1	0	86	36
14	11	4	0	11	9	2	0	5	0	61	4	100	447	3165	0	10	1	0	0	0	64
15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3	0	0	0	0
16	0	0	0	4	3	1	34	5	78	0	40	0	57	9	0	1443	1	0	0	0	0
17	17	13	0	7	8	1	103	29	72	4	17	1	150	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	8	0	3	1	3	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	1	1	0	0	0	0	0	2	86	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	349	0	6	70	43	0	0	0	0	0	0	0

High 2021 IP Car Commuter DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	14	32	10	11	37	5	1	0	4	28	35	45	23	92	3	8	40	3	8	10	5
2	118	175	28	39	66	4	8	1	16	35	104	52	16	53	6	26	59	6	6	21	8
3	16	23	7	18	35	0	1	0	0	5	9	9	2	8	1	4	7	1	6	4	1
4	20	37	18	257	740	46	9	25	32	7	53	91	42	31	1	64	47	1	27	50	1
5	20	34	34	588	270	44	3	35	9	9	62	132	63	53	1	34	41	2	29	27	2
6	5	1	1	34	20	30	1	18	0	3	4	71	62	37	1	22	89	0	16	26	1
7	2	4	2	8	2	0	182	89	164	27	23	7	98	20	50	40	266	9	29	7	2
8	9	1	1	15	23	10	92	7	23	4	7	16	224	23	0	12	97	2	8	4	1
9	2	15	2	20	2	0	165	20	289	45	121	3	53	2	7	126	162	6	7	4	2
10	80	33	7	11	17	2	21	3	36	1280	71	54	27	238	0	1	64	0	44	0	2
11	95	74	21	39	71	3	26	5	101	72	106	19	21	11	0	111	76	0	5	8	2
12	56	24	6	106	85	58	4	9	2	54	27	79	151	239	7	4	22	41	5	9	16
13	40	12	2	36	45	76	108	215	71	41	32	170	57	1468	0	324	56	122	0	124	370
14	137	17	10	23	55	64	15	16	3	180	15	210	1410	4559	0	8	41	8	0	70	75
15	11	3	0	1	2	1	41	0	2	0	0	5	0	0	0	33	44	0	0	0	0
16	8	21	4	42	13	12	33	8	98	1	96	4	306	12	40	2600	1	0	0	0	0
17	39	35	5	30	27	67	307	99	166	75	73	22	48	53	79	1	0	0	0	0	0
18	12	3	0	1	2	1	13	3	5	0	1	40	84	11	0	0	0	0	0	0	0
19	16	8	4	22	24	8	29	8	9	50	2	3	0	0	101	0	0	0	0	0	0
20	36	13	4	25	10	16	8	4	4	0	4	2	131	99	0	0	0	0	0	0	0
21	16	4	0	2	3	1	2	1	2	722	1	10	311	95	0	0	0	0	0	0	0

High 2021 IP Car Business DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	14	5	3	24	26	3	0	0	0	8	7	17	3	16	1	0	3	0	1	1	1
2	15	11	1	4	4	0	2	0	1	1	6	3	0	2	0	0	2	0	0	1	0
3	4	1	0	1	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
4	7	8	1	18	63	3	6	3	5	1	3	6	9	4	0	5	10	0	1	1	0
5	11	4	2	64	31	3	2	3	2	1	5	14	4	3	0	2	3	0	1	0	0
6	2	0	0	3	2	2	0	0	0	0	1	3	0	1	0	0	1	0	1	0	0
7	0	0	0	4	1	0	37	16	24	6	3	1	129	1	4	14	127	0	14	1	1
8	3	0	0	2	2	0	14	2	5	1	1	1	73	3	0	3	38	0	3	0	0
9	0	1	0	5	1	0	32	7	49	9	9	1	82	0	5	35	74	0	5	1	1
10	8	1	0	3	2	0	10	2	14	618	25	24	39	136	0	0	80	0	14	0	4
11	16	3	1	4	5	0	5	1	15	18	9	1	34	0	0	27	32	0	0	0	0
12	8	2	0	22	11	2	0	1	0	17	3	13	61	51	2	0	3	0	0	0	4
13	2	0	0	14	4	0	124	73	91	126	33	57	38	1001	15	312	291	0	10	20	89
14	4	1	0	2	2	2	0	4	0	153	0	65	972	2582	1	2	7	0	0	3	54
15	1	0	0	0	0	0	8	0	2	0	0	5	3	1	0	11	25	0	1	0	0
16	1	0	0	5	1	0	21	5	53	0	34	1	347	1	10	1114	1	0	0	0	0
17	2	2	0	7	2	0	129	38	68	78	27	4	322	6	26	1	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	2	0	0	1	0	0	15	3	5	14	0	0	10	0	4	0	0	0	0	0	0
20	2	0	0	0	0	0	1	0	1	0	0	0	21	3	0	0	0	0	0	0	0
21	2	0	0	0	0	0	0	0	1	257	0	3	82	50	0	0	0	0	0	0	0

High 2021 IP Car Other DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	31	102	21	14	30	15	3	5	8	55	77	44	160	144	7	11	151	7	31	20	10
2	155	497	45	64	131	11	15	3	45	94	197	90	22	94	10	40	71	11	9	35	15
3	30	48	15	37	66	1	2	3	2	18	37	12	6	23	1	7	16	2	12	7	2
4	21	58	45	480	1085	67	15	34	32	11	79	112	44	47	1	49	51	2	52	49	2
5	41	160	73	1126	510	60	5	47	10	20	96	158	106	111	1	26	70	2	29	22	2
6	10	8	5	43	64	29	0	29	0	4	8	81	113	92	1	28	137	2	21	36	2
7	7	15	5	16	5	2	732	233	310	27	29	13	450	27	4	36	555	0	7	0	0
8	3	4	2	28	47	34	212	19	48	3	12	21	375	16	0	10	180	0	3	3	0
9	10	66	3	32	11	0	314	49	697	27	141	9	265	4	1	169	310	0	2	0	0
10	82	93	6	13	25	4	28	4	32	3547	151	138	14	320	0	2	46	0	1	0	5
11	127	238	54	75	142	4	35	11	131	148	279	51	87	26	0	291	139	0	4	8	2
12	59	145	17	168	152	65	6	11	3	130	43	193	336	560	2	4	42	4	5	6	4
13	81	21	4	72	116	118	458	375	237	21	80	299	164	3093	0	205	408	82	1	133	36
14	170	110	21	48	83	98	22	19	4	386	20	537	3143	14123	0	3	68	0	0	1	14
15	12	8	1	1	3	1	3	0	0	0	0	8	0	0	0	3	1	0	0	0	0
16	28	54	12	76	40	28	55	15	195	2	307	9	326	4	3	6956	2	0	0	0	0
17	89	82	12	59	46	124	582	181	287	37	125	34	504	71	3	2	0	0	0	0	0
18	12	9	1	1	2	1	0	0	0	0	0	6	3	0	0	0	0	0	0	0	0
19	28	17	6	57	30	15	10	6	3	2	5	6	0	0	3	0	0	0	0	0	0
20	38	36	11	56	26	33	1	4	1	0	6	2	89	4	0	0	0	0	0	0	0
21	17	13	1	1	4	1	0	0	0	714	1	4	96	21	0	0	0	0	0	0	0

High 2021 IP LGV DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	14	29	4	17	12	4	1	4	2	9	18	12	39	36	1	3	52	2	20	5	2
2	59	46	16	29	49	3	5	1	11	13	50	24	8	18	3	7	23	2	4	9	4
3	3	14	1	13	15	0	1	0	1	2	9	3	1	7	0	3	3	0	4	2	1
4	25	26	12	110	265	20	23	10	16	6	26	23	70	13	1	26	33	1	9	12	2
5	18	47	17	248	70	15	7	4	7	7	25	30	29	27	1	15	18	0	9	8	1
6	2	2	2	16	17	3	0	4	0	3	1	26	18	20	1	8	26	0	4	9	1
7	1	5	1	23	5	1	141	59	89	19	11	2	159	1	1	24	265	0	2	0	0
8	0	1	0	8	5	12	54	6	19	5	3	3	130	4	0	5	83	0	0	0	0
9	2	14	1	15	6	0	101	23	180	23	59	1	104	1	0	97	166	0	1	0	0
10	15	9	1	9	7	1	21	18	28	2105	63	63	33	206	0	0	84	0	1	0	2
11	30	44	12	23	30	1	14	3	48	99	44	8	31	4	0	67	40	0	0	1	0
12	26	28	4	21	29	14	2	2	1	46	10	41	105	193	1	2	11	0	2	1	2
13	43	18	1	86	33	21	238	173	97	128	29	100	136	1677	0	29	305	6	0	343	292
14	74	16	4	17	21	16	2	14	1	212	5	196	1251	7632	0	1	8	0	0	0	15
15	3	1	0	1	1	0	6	0	1	0	0	7	0	0	0	2	7	0	0	0	0
16	6	7	3	24	16	8	48	9	113	0	104	1	148	0	0	3552	0	0	0	0	0
17	54	29	4	26	16	33	319	89	143	57	36	10	450	5	1	1	0	0	0	0	0
18	3	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	11	14	3	12	7	5	8	1	2	1	0	3	0	0	0	0	0	0	0	0	0
20	11	6	3	10	7	10	0	0	1	0	1	2	332	0	0	0	0	0	0	0	0
21	4	2	0	0	1	0	0	0	0	859	0	5	278	26	0	0	0	0	0	0	0

High 2021 IP HGV DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	0	7	0	1	1	0	0	1	0	0	1	2	14	0	0	0	13	0	1	0	0
2	13	0	3	6	2	0	0	0	0	0	0	0	9	0	0	0	3	0	0	0	0
3	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
4	0	1	1	11	38	1	2	1	1	0	2	0	4	0	0	2	1	0	1	0	0
5	0	4	2	33	3	0	1	0	1	0	1	3	16	6	0	1	6	0	5	0	0
6	0	0	0	1	0	0	0	0	0	0	0	2	1	1	0	0	1	0	0	0	0
7	2	0	0	3	1	0	19	7	16	2	2	0	29	1	0	4	50	0	0	0	0
8	0	0	0	1	0	0	7	1	2	3	0	0	22	1	0	1	14	0	0	0	0
9	1	0	0	2	2	0	17	2	26	6	10	0	21	0	0	17	33	0	0	0	0
10	0	0	0	2	1	0	4	3	7	395	9	16	8	36	0	0	10	0	0	0	0
11	4	0	0	3	2	0	3	0	10	5	5	0	8	0	0	13	8	0	0	0	0
12	1	4	0	2	1	0	0	0	0	12	0	7	20	39	0	0	1	0	0	0	1
13	7	9	1	4	7	0	47	33	23	55	5	15	26	302	0	9	71	0	0	86	65
14	7	1	0	2	2	0	0	3	0	30	3	50	217	1424	0	4	1	0	0	0	1
15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	4	0	0	0	0
16	0	0	0	1	1	1	8	1	20	0	21	0	24	2	0	670	0	0	0	0	0
17	11	4	0	2	2	0	57	15	31	5	7	1	99	1	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	6	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	1	0	0	0	0	0	1	86	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	162	0	2	79	16	0	0	0	0	0	0	0

High 2021 PM Car Commuter DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	50	434	58	70	133	31	7	13	17	117	204	136	99	235	12	25	104	12	46	36	17
2	242	637	113	65	223	13	29	4	67	83	301	279	28	125	11	49	77	11	21	41	15
3	18	66	16	35	64	2	14	2	5	16	75	16	3	20	1	15	21	3	7	12	2
4	49	116	77	476	1637	86	64	164	74	36	145	331	177	76	4	118	81	4	44	44	5
5	109	154	63	1039	614	60	13	105	22	50	185	239	105	125	5	53	61	4	26	20	6
6	26	20	8	123	147	39	0	70	2	14	33	191	111	86	2	51	108	4	18	36	3
7	3	20	7	18	10	4	571	439	527	95	135	13	388	26	95	274	782	11	103	23	20
8	10	9	8	54	52	29	255	32	105	38	65	25	878	130	0	107	304	2	20	7	7
9	16	80	5	52	28	0	559	103	828	179	584	17	223	6	21	613	531	5	23	7	12
10	83	121	12	33	52	19	46	16	128	4605	293	239	123	1188	0	2	254	0	137	0	5
11	193	218	74	83	131	16	56	25	279	175	266	88	57	36	1	307	171	2	3	5	5
12	150	100	23	182	355	87	32	51	27	171	87	260	498	880	23	13	52	19	11	6	35
13	100	54	8	139	305	135	359	735	196	91	182	710	196	5098	3	1244	261	162	2	354	389
14	222	144	43	79	178	89	28	56	5	511	49	711	5060	16292	0	19	75	5	0	123	143
15	7	9	2	3	6	3	33	1	8	0	1	19	0	0	0	82	80	0	0	0	0
16	18	49	43	82	82	38	103	32	301	2	336	19	1100	20	181	9130	1	0	0	0	0
17	127	192	35	96	182	152	1083	427	619	257	385	84	211	90	238	6	1	0	0	0	0
18	7	9	5	3	4	3	65	29	26	0	1	169	567	31	0	0	0	0	0	0	0
19	25	52	58	151	82	16	83	40	36	188	6	10	3	3	370	0	0	0	0	0	0
20	18	34	29	83	55	26	33	30	17	0	13	24	693	382	0	0	0	0	0	0	0
21	10	14	3	5	9	4	5	2	5	1567	3	27	722	350	0	0	0	0	0	0	0

High 2021 PM Car Business DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	4	26	5	8	9	4	0	2	0	6	9	5	2	4	0	1	1	0	1	1	0
2	13	33	5	4	14	1	1	0	2	3	12	15	1	4	0	1	1	0	0	2	1
3	4	4	1	2	3	0	1	0	0	1	2	1	0	1	0	0	0	0	0	1	0
4	3	7	5	25	93	5	5	10	4	1	8	25	10	4	0	3	6	0	1	1	0
5	14	13	4	71	44	4	2	9	2	2	9	15	6	5	0	2	3	0	1	0	0
6	1	1	1	7	12	2	0	3	0	0	2	11	0	1	0	0	1	0	1	0	0
7	0	2	1	4	1	0	37	27	27	13	10	1	160	1	5	39	131	0	23	3	2
8	0	2	0	6	3	0	14	2	8	3	6	2	99	10	0	13	44	0	6	1	1
9	2	3	1	1	0	0	32	7	46	27	32	1	83	0	8	63	71	0	8	2	3
10	3	3	1	3	5	1	5	2	13	526	24	20	34	157	0	0	65	0	17	0	5
11	15	6	6	8	9	1	6	3	18	18	11	3	39	1	0	37	34	0	0	0	0
12	12	6	2	11	20	4	2	7	2	21	3	14	85	62	5	1	5	0	0	0	5
13	1	2	0	7	6	1	213	135	78	147	72	136	29	1678	20	761	477	1	16	59	130
14	3	6	2	4	5	2	0	8	0	160	2	55	1126	2556	2	5	8	0	0	7	68
15	0	0	0	0	1	0	2	0	3	0	0	4	2	1	0	13	13	0	0	0	0
16	2	2	2	2	3	0	26	7	50	0	42	1	427	5	29	1104	1	0	0	0	0
17	2	5	1	8	3	1	203	72	86	162	67	10	539	25	54	2	0	0	0	0	0
18	0	0	0	0	0	0	2	1	1	0	1	4	14	1	0	0	0	0	0	0	0
19	0	2	0	3	3	0	28	8	9	33	0	0	19	1	19	0	0	0	0	0	0
20	1	1	2	1	0	0	3	2	2	0	0	1	40	17	0	0	0	0	0	0	0
21	0	0	0	0	1	0	1	0	1	206	0	3	64	60	0	0	0	0	0	0	0

High 2021 PM Car Other DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	19	116	11	12	25	1	1	5	7	47	62	52	54	176	6	10	41	6	14	16	8
2	76	586	56	44	107	4	22	8	59	66	154	101	13	89	7	32	49	7	4	25	10
3	7	49	11	29	36	0	7	0	4	8	28	9	3	7	1	17	15	3	5	14	1
4	13	43	29	357	751	73	23	50	31	9	78	111	54	34	1	60	42	1	39	44	1
5	20	81	46	856	424	43	6	69	19	21	102	126	72	89	2	45	40	2	18	18	3
6	1	2	0	73	58	26	0	26	1	2	4	69	92	112	0	37	120	1	11	30	1
7	0	20	11	26	6	1	691	368	277	17	49	5	500	10	1	76	630	0	8	1	0
8	1	3	0	69	28	12	194	25	76	4	28	10	421	20	0	25	210	0	2	0	0
9	1	70	6	13	7	0	323	82	667	51	188	4	523	9	1	260	348	0	3	0	1
10	22	52	5	8	14	1	17	5	47	4138	165	144	11	308	0	1	46	0	3	0	7
11	36	171	23	40	55	1	47	22	149	147	247	38	103	27	0	342	163	0	7	4	2
12	22	93	9	88	132	38	10	12	4	147	36	187	423	581	4	6	22	2	6	3	5
13	5	21	1	30	53	44	541	508	418	14	111	377	182	3867	0	332	271	30	0	5	12
14	23	73	7	13	37	40	9	14	3	262	8	471	3607	15804	0	4	26	0	0	1	13
15	2	5	0	0	2	0	1	0	1	0	0	6	0	0	0	4	2	0	0	0	0
16	3	40	12	24	20	14	68	22	214	1	330	4	351	2	6	8172	2	0	0	0	0
17	6	58	7	31	33	54	723	266	354	41	180	25	126	30	5	2	0	0	0	0	0
18	2	5	2	0	1	0	1	1	1	0	0	11	9	1	0	0	0	0	0	0	0
19	3	10	5	19	12	4	12	6	4	5	3	3	1	0	8	0	0	0	0	0	0
20	5	21	7	18	5	8	1	3	1	0	6	7	10	8	0	0	0	0	0	0	0
21	3	8	1	1	2	0	0	0	1	792	1	4	18	22	0	0	0	0	0	0	0

High 2021 PM LGV DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	11	31	7	65	30	0	1	12	3	11	33	52	15	55	2	2	12	2	15	5	2
2	42	41	30	23	52	6	11	4	15	14	63	48	7	25	2	11	19	2	3	8	3
3	3	22	2	10	11	0	2	0	2	2	12	3	0	3	0	6	3	1	0	5	0
4	36	22	19	101	412	21	42	17	32	6	38	40	88	22	1	33	45	0	6	14	1
5	37	62	18	195	61	19	12	8	19	15	49	44	29	42	2	28	15	1	4	11	3
6	4	11	0	31	22	2	0	11	0	1	2	29	21	57	0	10	37	0	4	10	0
7	1	12	5	45	6	0	164	160	126	23	40	3	208	1	0	55	352	0	2	0	0
8	0	2	0	19	6	8	64	8	28	4	9	4	161	7	0	12	106	0	0	0	0
9	0	16	3	54	8	0	129	21	207	54	144	2	103	4	0	193	222	0	1	0	0
10	6	8	1	12	8	2	12	8	41	2629	93	100	30	295	0	0	58	0	0	0	2
11	18	41	9	26	28	2	17	3	63	68	41	13	30	7	0	91	45	0	0	1	0
12	13	30	2	32	34	13	1	3	1	63	14	47	125	239	1	3	5	0	1	1	2
13	24	19	1	160	38	17	282	233	120	57	72	156	168	2180	0	42	316	2	0	237	276
14	55	8	2	20	18	14	1	19	1	202	2	193	1662	9700	0	1	3	0	0	0	12
15	1	2	0	1	1	0	6	0	2	0	0	6	0	0	0	3	3	0	0	0	0
16	1	9	6	33	10	4	60	9	170	0	124	1	202	0	0	4403	1	0	0	0	0
17	31	50	6	59	20	23	451	128	227	33	65	13	532	3	0	1	0	0	0	0	0
18	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	29	21	5	8	9	2	10	2	4	1	0	2	0	0	0	0	0	0	0	0	0
20	3	7	6	9	5	4	1	0	1	0	1	1	273	0	0	0	0	0	0	0	0
21	1	2	0	1	2	1	0	0	1	1064	0	5	220	30	0	0	0	0	0	0	0

High 2021 PM HGV DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	0	0	0	2	3	0	0	0	0	1	0	9	3	8	0	0	1	0	0	1	0
2	0	2	2	4	1	0	0	0	1	0	1	0	2	0	0	0	1	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	8	31	1	2	1	1	0	1	2	3	2	0	0	3	0	1	0	0
5	7	9	1	29	3	1	1	1	1	2	4	6	6	2	0	1	4	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
7	0	0	0	2	0	0	21	7	14	15	2	0	84	2	0	5	48	0	0	0	0
8	0	0	0	1	1	0	7	1	2	1	0	0	44	6	0	1	13	0	0	0	0
9	0	0	0	2	0	0	16	2	26	3	9	0	19	0	0	23	29	0	0	0	0
10	0	0	0	0	1	0	3	0	7	373	8	9	1	26	0	0	4	0	0	0	0
11	0	0	0	1	1	0	3	0	7	4	7	3	3	1	0	12	8	0	0	0	0
12	1	0	0	1	4	0	0	0	0	6	0	4	7	40	0	0	0	0	0	0	0
13	1	5	0	1	11	0	49	33	21	2	5	9	24	284	0	6	55	0	0	0	49
14	3	3	1	2	7	0	0	5	0	19	1	39	198	1347	0	3	0	0	0	0	22
15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
16	0	0	0	2	0	0	7	1	22	0	18	0	28	0	0	628	0	0	0	0	0
17	17	4	1	3	5	0	56	16	28	1	8	1	255	1	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	5	0	0	1	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	153	0	0	49	32	0	0	0	0	0	0	0

High 2036 AM Car Commuter DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	25	101	5	17	43	12	1	7	4	63	90	41	33	118	3	24	36	3	5	8	5
2	214	793	63	106	273	16	24	5	85	126	237	138	42	330	19	60	207	18	16	68	29
3	55	133	9	93	134	3	9	17	10	27	108	27	11	59	3	37	22	3	13	16	4
4	26	52	37	513	1186	191	16	63	70	24	88	228	119	80	2	156	85	3	116	106	3
5	67	226	45	1691	729	122	4	60	25	72	169	546	141	189	6	130	66	2	23	27	9
6	8	6	2	55	32	45	0	24	0	5	1	60	156	101	1	47	175	3	26	42	2
7	4	31	6	80	20	6	631	479	658	78	72	36	321	13	12	132	1161	75	81	40	7
8	13	9	2	146	192	74	389	38	68	20	24	168	758	68	0	38	449	23	53	38	2
9	5	68	3	88	22	0	599	57	1052	214	340	39	221	7	21	387	851	39	47	32	8
10	104	74	9	41	63	15	109	20	197	5859	219	218	105	528	0	2	252	0	178	0	19
11	150	299	49	282	344	37	209	44	732	414	329	173	170	72	3	550	569	4	37	69	10
12	90	222	31	671	401	195	10	47	14	509	126	503	942	1055	34	39	105	331	9	17	53
13	61	9	3	240	117	114	455	938	265	172	67	509	228	6432	0	1161	103	538	0	614	592
14	137	57	22	74	104	120	19	128	8	1067	47	798	5548	19294	0	28	53	25	1	486	357
15	9	6	1	6	6	3	49	0	24	0	7	29	0	0	0	215	194	0	0	0	0
16	22	36	8	108	42	39	301	53	742	3	435	32	1347	23	93	10925	3	0	0	0	0
17	61	45	21	144	55	109	939	323	642	311	221	64	216	30	94	1	1	0	0	0	0
18	9	6	2	3	3	3	7	3	3	0	6	18	50	5	0	0	0	0	0	0	0
19	21	3	43	48	25	21	134	26	29	161	6	13	0	0	172	0	0	0	0	0	0
20	25	22	6	18	7	25	25	12	6	0	26	10	400	192	0	0	0	0	0	0	0
21	12	8	1	5	7	4	15	3	11	5057	3	51	450	178	0	0	0	0	0	0	0

High 2036 AM Car Business DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	8	4	0	1	6	0	0	1	0	18	29	3	0	7	0	18	0	0	0	0	0
2	9	50	5	2	28	1	1	0	4	4	11	11	1	12	1	5	6	0	0	3	1
3	6	4	1	1	5	0	0	0	1	1	19	1	0	4	0	0	0	0	0	0	0
4	2	3	2	19	95	10	3	16	2	1	15	15	7	4	0	4	6	0	2	2	0
5	6	26	4	81	65	9	1	4	1	4	10	49	4	8	0	5	1	0	0	0	0
6	0	1	0	6	4	2	0	1	0	0	0	4	1	2	0	0	1	0	1	0	0
7	0	3	2	4	3	0	20	15	21	5	6	4	224	0	0	21	181	0	27	2	0
8	1	0	0	3	12	2	10	1	2	1	24	12	122	6	0	5	70	0	8	1	0
9	0	3	1	5	3	0	20	5	46	11	12	5	124	0	2	42	106	0	11	1	1
10	38	3	0	4	8	0	14	3	30	553	25	34	78	201	0	0	203	0	35	0	4
11	19	17	3	9	20	3	9	2	22	16	13	8	80	4	0	41	81	0	1	3	0
12	6	24	6	33	47	10	0	2	0	20	6	33	151	63	3	3	12	0	0	0	4
13	1	1	0	13	11	1	96	63	111	31	19	69	32	1335	2	285	130	0	20	12	16
14	1	6	1	8	10	1	0	8	0	150	0	68	2011	2782	2	9	20	0	1	5	51
15	0	0	0	0	1	0	3	0	5	0	3	9	5	2	0	30	40	0	1	0	0
16	6	1	0	7	5	0	38	9	62	0	51	7	919	6	9	1087	2	0	0	0	0
17	0	3	0	12	9	1	100	36	113	35	33	15	339	4	3	1	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
19	0	0	1	2	3	1	20	6	19	11	4	2	18	0	1	0	0	0	0	0	0
20	0	2	2	0	0	0	3	1	2	0	1	1	64	8	0	0	0	0	0	0	0
21	0	1	0	1	1	0	2	1	3	271	0	7	126	84	0	0	0	0	0	0	0

High 2036 AM Car Other DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	23	856	16	12	41	6	2	37	9	48	127	51	88	94	4	12	68	4	11	9	5
2	235	1188	52	78	282	22	23	33	84	94	248	151	75	381	12	53	106	13	8	39	17
3	16	78	12	18	111	3	2	57	4	24	134	68	4	29	1	23	10	2	5	7	2
4	14	68	43	259	1235	96	11	130	40	18	233	325	72	51	1	82	45	2	43	48	2
5	29	148	49	773	602	81	4	102	18	45	252	326	105	171	4	58	51	1	15	10	6
6	9	4	1	50	31	29	1	22	0	7	3	44	157	113	2	46	172	3	19	35	2
7	3	16	8	13	3	4	999	275	282	6	20	17	379	29	0	20	546	0	3	0	0
8	9	11	4	69	111	46	317	30	31	3	28	78	397	22	0	13	186	0	12	8	0
9	6	43	7	15	6	1	305	23	973	18	78	20	153	14	0	76	248	0	1	0	0
10	96	70	12	13	34	10	16	15	30	3687	148	365	16	246	1	2	46	15	8	0	8
11	122	270	57	170	310	35	48	48	192	149	391	138	104	82	2	375	185	2	18	25	4
12	116	229	24	351	359	151	11	56	10	312	177	560	492	811	11	32	95	109	9	18	18
13	194	38	5	41	178	119	326	234	111	23	82	262	164	2412	0	96	209	129	0	0	0
14	271	74	11	32	134	102	30	43	12	235	124	726	2878	12184	0	2	70	0	0	0	4
15	12	8	1	2	3	3	0	0	0	2	3	25	0	0	0	2	0	0	0	0	0
16	27	52	17	41	37	43	53	18	154	2	355	19	299	6	1	6564	2	0	0	0	0
17	175	54	20	25	91	116	477	130	204	21	101	59	457	64	0	1	1	0	0	0	0
18	12	8	5	2	2	3	0	0	0	2	2	19	0	0	0	0	0	0	0	0	0
19	45	13	28	44	47	24	11	7	2	3	18	19	0	0	0	0	0	0	0	0	0
20	33	30	14	34	13	42	0	2	0	0	15	8	1	0	0	0	0	0	0	0	0
21	14	10	2	2	4	3	0	1	0	660	2	52	1	11	0	0	0	0	0	0	0

High 2036 AM LGV DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	15	42	1	32	19	2	1	1	2	9	26	14	34	29	2	1	52	2	11	6	3
2	57	39	21	50	108	10	5	4	16	13	79	48	19	43	3	19	54	3	11	14	4
3	4	51	2	25	32	2	1	1	2	3	11	6	2	13	1	17	6	1	5	7	1
4	25	37	12	117	405	55	26	22	26	6	31	30	107	13	0	30	39	0	17	14	1
5	35	86	17	537	68	25	10	9	15	23	44	57	33	36	6	30	19	1	9	6	8
6	0	4	0	24	10	2	0	7	0	2	2	13	30	17	1	13	28	0	4	10	1
7	1	14	5	49	7	2	222	143	164	27	22	3	272	1	0	65	439	0	3	0	0
8	0	2	1	22	7	11	117	13	32	3	5	2	200	9	0	12	142	0	1	0	0
9	5	23	3	48	10	1	149	35	364	38	104	3	176	2	0	192	348	0	1	0	0
10	13	16	2	21	11	5	34	18	96	3940	123	110	23	300	0	0	110	0	1	0	3
11	32	81	15	38	57	10	42	9	152	148	69	16	74	10	2	134	112	0	0	1	0
12	21	74	3	59	52	44	3	4	1	102	17	71	238	317	1	4	16	0	1	1	3
13	45	29	1	149	33	21	321	249	199	54	45	172	255	3206	0	52	400	4	1	252	239
14	109	32	3	45	62	27	2	35	4	372	13	383	2167	14650	0	3	7	0	0	0	56
15	2	3	0	1	1	1	12	0	5	0	0	9	0	1	0	5	5	0	0	0	0
16	4	9	4	44	26	17	126	23	342	0	204	1	223	1	1	6701	2	0	0	0	0
17	55	44	5	54	14	35	473	146	281	27	75	7	595	3	0	1	0	0	0	0	0
18	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	9	11	6	10	5	6	11	3	4	1	0	2	0	0	0	0	0	0	0	0	0
20	9	12	3	11	7	13	1	0	1	0	1	1	253	0	0	0	0	0	0	0	0
21	3	4	0	1	1	1	0	0	2	1618	0	7	266	34	0	0	0	0	0	0	0

High 2036 AM HGV DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	6	14	0	4	2	0	0	0	0	0	0	4	16	7	0	0	16	0	0	0	0
2	1	1	0	15	10	16	0	0	1	0	3	3	14	4	0	1	14	0	3	0	0
3	0	0	0	6	3	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0
4	4	3	0	27	96	4	6	3	4	0	3	5	19	4	0	2	6	0	4	1	0
5	4	23	0	120	8	2	3	1	3	0	3	2	15	8	0	1	12	0	4	0	0
6	0	0	0	2	4	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
7	0	0	0	7	2	0	38	15	37	3	6	0	56	0	0	12	105	0	1	0	0
8	0	0	0	3	0	0	15	2	4	3	0	0	45	3	0	1	31	0	0	0	0
9	0	0	0	7	3	0	36	5	66	25	25	0	49	0	0	48	105	0	1	0	0
10	0	0	0	5	1	0	12	4	18	971	26	30	15	64	0	0	18	0	0	0	1
11	0	0	0	7	4	1	17	2	30	14	15	0	21	7	0	33	33	0	0	0	0
12	0	3	0	9	6	0	0	0	0	22	1	11	42	84	0	0	3	0	0	1	2
13	22	20	0	10	14	1	83	64	56	68	11	28	63	762	0	40	123	2	0	98	42
14	15	4	0	12	10	2	0	6	0	71	5	115	515	3641	0	12	2	0	0	0	73
15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	4	0	0	0	0
16	0	0	0	4	4	1	39	6	90	0	46	0	66	10	0	1659	2	0	0	0	0
17	23	15	0	8	9	1	118	34	83	4	19	1	172	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	10	0	3	1	4	0	3	1	1	0	0	1	0	0	0	0	0	0	0	0	0
20	0	0	0	0	1	1	0	0	0	0	0	2	99	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	401	0	7	80	50	0	0	0	0	0	0	0

High 2036 IP Car Commuter DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	21	44	14	13	50	7	1	1	7	40	48	65	34	131	4	11	51	4	10	12	6
2	180	217	33	44	72	5	9	1	20	44	118	60	20	63	7	29	67	6	7	22	9
3	23	26	11	18	39	0	1	0	0	6	12	13	3	9	1	6	8	1	6	4	1
4	27	39	19	254	722	46	9	37	33	7	91	133	45	33	1	66	46	1	26	49	1
5	30	42	38	573	286	46	3	61	10	10	95	162	75	60	1	38	45	2	30	27	2
6	8	1	1	33	20	31	1	18	0	3	5	76	72	40	1	24	94	0	16	26	1
7	2	4	2	7	2	0	189	88	168	28	24	7	107	21	53	41	270	9	29	8	2
8	12	2	2	22	49	10	95	8	25	4	8	30	247	25	0	14	100	2	11	8	1
9	4	17	2	19	2	0	184	21	322	49	133	4	63	3	8	139	182	6	8	4	2
10	116	39	7	13	16	2	23	4	37	1432	77	81	38	274	0	2	66	0	44	0	2
11	131	86	25	79	106	6	34	8	118	80	124	33	31	17	0	151	104	0	12	19	3
12	82	29	8	157	129	70	4	12	5	89	44	143	190	319	10	7	33	59	8	13	25
13	58	15	2	36	48	80	124	235	81	50	38	200	62	1595	0	364	60	122	0	138	402
14	178	17	10	20	53	59	14	16	4	196	17	243	1456	4816	0	8	39	7	0	68	72
15	16	3	0	1	2	1	44	0	2	0	0	7	0	0	0	36	45	0	0	0	0
16	11	23	4	39	12	13	35	8	103	1	118	4	341	13	43	2760	1	0	0	0	0
17	55	40	5	28	28	70	333	103	179	82	89	28	52	58	85	1	0	0	0	0	0
18	16	3	0	1	2	1	12	3	5	0	1	54	85	11	0	0	0	0	0	0	0
19	23	9	4	21	24	8	31	9	10	55	5	4	0	0	108	0	0	0	0	0	0
20	51	15	4	23	9	17	9	5	4	0	8	3	144	105	0	0	0	0	0	0	0
21	22	4	0	1	3	1	2	1	2	755	1	15	338	100	0	0	0	0	0	0	0

High 2036 IP Car Business DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	56	17	3	30	39	4	1	1	0	25	11	31	4	22	1	1	4	0	1	1	1
2	31	16	2	4	8	0	2	0	1	3	13	4	0	3	0	1	3	0	0	1	0
3	6	2	0	1	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
4	12	9	1	17	75	3	7	4	6	2	6	10	11	4	0	6	12	0	1	1	0
5	27	5	3	89	61	3	4	7	3	1	9	37	7	5	0	4	7	0	1	0	0
6	4	0	0	3	2	2	0	0	0	0	1	4	0	1	0	0	1	0	1	0	0
7	0	0	0	4	1	0	40	17	25	9	3	2	142	1	4	15	134	0	14	1	1
8	3	0	0	2	6	0	14	2	5	1	1	3	77	3	0	4	39	0	3	1	0
9	0	1	0	5	1	0	33	7	50	13	10	2	90	0	5	37	77	0	5	1	1
10	9	2	0	4	5	0	14	2	21	699	31	31	44	163	0	0	93	0	16	0	4
11	20	6	1	5	11	0	7	2	16	23	10	5	38	0	0	31	37	0	1	1	0
12	12	2	1	36	33	4	0	1	0	25	5	34	67	62	2	1	3	0	0	1	4
13	2	1	0	13	6	0	135	76	95	141	36	63	42	1103	16	344	318	0	10	22	98
14	5	2	0	2	3	1	0	4	0	181	0	69	1052	2805	1	2	7	0	0	3	58
15	1	0	0	0	0	0	9	0	2	0	0	6	3	1	0	12	27	0	1	0	0
16	1	0	0	4	1	0	23	5	55	0	36	2	383	1	10	1213	1	0	0	0	0
17	2	2	0	7	2	0	139	39	71	92	29	5	352	7	29	1	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	2	0	0	1	1	0	16	3	6	16	0	0	11	0	5	0	0	0	0	0	0
20	3	1	0	0	0	0	2	0	1	0	0	0	23	3	0	0	0	0	0	0	0
21	2	0	0	0	0	0	0	0	1	280	0	4	90	55	0	0	0	0	0	0	0

High 2036 IP Car Other DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	38	158	28	17	42	20	4	8	16	75	99	65	219	188	9	13	202	9	42	24	13
2	243	679	57	80	160	15	20	5	53	124	247	131	30	120	14	48	89	14	11	44	20
3	43	59	17	38	71	1	3	4	2	21	42	19	7	25	2	8	19	2	14	8	2
4	26	68	45	455	1069	74	15	59	30	10	158	204	49	48	1	46	53	2	52	46	2
5	54	238	76	1075	526	67	6	108	10	20	184	228	118	120	1	26	77	2	31	23	2
6	13	14	5	45	78	34	0	32	0	4	16	120	142	113	1	29	167	2	24	38	2
7	9	18	6	16	5	3	867	240	337	31	32	17	542	30	4	38	654	0	8	0	0
8	5	6	3	44	82	38	224	22	48	3	24	49	403	18	0	12	193	0	7	8	0
9	14	77	4	31	11	0	354	47	734	28	147	14	307	7	1	172	366	0	3	0	0
10	114	118	7	12	27	5	32	4	32	4304	162	218	19	385	0	2	55	1	2	0	6
11	159	285	64	135	206	10	44	22	142	160	333	88	112	40	0	345	183	0	13	23	4
12	85	184	24	268	215	84	7	19	6	197	65	306	421	701	3	8	68	9	8	10	6
13	119	28	5	79	142	158	567	413	277	28	110	380	193	3666	0	228	488	93	1	149	43
14	241	148	24	50	96	122	25	23	7	477	30	690	3697	16574	0	3	80	0	0	1	16
15	16	11	1	1	3	1	4	0	0	0	0	12	0	0	0	3	1	0	0	0	0
16	45	77	15	87	49	38	73	21	236	3	405	17	434	6	3	8291	2	0	0	0	0
17	126	107	14	62	53	156	703	194	332	45	153	50	602	84	3	2	0	0	0	0	0
18	16	11	1	1	2	1	0	0	0	1	0	12	3	0	0	0	0	0	0	0	0
19	37	21	6	55	32	17	11	14	3	3	15	12	0	0	3	0	0	0	0	0	0
20	50	43	11	55	27	37	1	9	1	0	17	6	99	4	0	0	0	0	0	0	0
21	24	17	1	1	4	2	0	0	0	845	2	7	116	24	0	0	0	0	0	0	0

High 2036 IP LGV DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	25	51	6	29	21	7	2	8	3	16	32	21	69	63	3	5	90	3	35	9	4
2	108	62	22	39	65	3	7	1	15	17	67	32	10	23	3	10	30	3	6	12	5
3	6	19	2	17	20	1	1	1	1	3	12	4	1	10	1	3	4	0	5	3	1
4	45	34	16	147	352	27	31	14	21	8	35	30	93	17	2	34	44	1	12	17	3
5	32	62	23	329	94	20	9	6	10	9	33	39	38	36	1	21	24	1	12	11	2
6	3	3	2	22	23	4	0	6	0	4	2	35	24	26	1	11	34	0	6	12	2
7	1	7	2	30	6	1	187	79	119	26	15	3	211	2	1	31	352	0	2	0	0
8	0	1	0	11	6	16	71	7	26	6	4	4	173	6	0	7	111	0	0	0	0
9	4	19	1	19	9	0	135	30	239	30	78	2	138	2	0	129	221	0	1	0	0
10	27	12	1	12	9	1	28	24	38	2800	84	83	44	274	0	0	112	0	1	0	2
11	55	59	16	31	40	2	18	4	64	132	59	11	41	6	0	89	53	0	1	1	0
12	48	38	5	28	39	19	3	2	1	61	14	54	139	257	1	2	15	0	3	2	3
13	79	24	2	114	44	28	317	230	129	170	38	133	181	2230	0	39	406	8	0	457	388
14	134	22	6	22	29	22	3	18	1	283	7	260	1664	10150	0	1	10	0	0	0	19
15	5	2	0	1	1	0	8	0	2	0	0	10	0	0	0	3	9	0	0	0	0
16	10	9	4	31	21	10	64	12	150	0	138	1	196	1	0	4724	1	0	0	0	0
17	97	39	5	35	22	43	424	118	190	76	48	14	599	6	1	1	0	0	0	0	0
18	6	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	20	19	3	16	10	7	10	2	3	2	1	4	0	0	0	0	0	0	0	0	0
20	19	8	4	13	9	14	1	0	1	0	1	2	442	0	0	0	0	0	0	0	0
21	7	3	0	1	2	0	0	0	1	1142	0	7	370	35	0	0	0	0	0	0	0

High 2036 IP HGV DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	0	11	0	2	1	0	0	2	0	0	1	3	22	0	0	0	20	0	1	0	0
2	21	0	3	7	2	0	0	0	0	0	0	0	10	0	0	0	3	0	0	0	0
3	0	1	0	2	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
4	1	1	1	13	44	1	2	1	1	0	2	0	5	0	0	2	2	0	1	0	0
5	0	5	2	38	4	0	1	0	1	0	1	4	18	7	0	1	7	0	6	1	0
6	0	0	0	1	0	0	0	0	0	0	0	2	1	1	0	0	1	0	0	0	0
7	3	0	0	3	1	0	22	8	19	3	3	0	33	1	0	5	57	0	0	0	0
8	0	0	0	1	0	0	8	1	2	3	0	0	25	1	0	1	16	0	0	0	0
9	1	0	0	3	2	0	20	3	30	7	12	0	25	0	0	19	38	0	0	0	0
10	0	0	0	2	1	0	4	3	8	454	10	18	9	42	0	0	12	0	0	0	0
11	6	0	0	4	2	0	3	0	11	6	6	0	9	0	0	15	9	0	0	0	0
12	1	5	0	2	1	0	0	0	0	14	0	7	23	45	0	0	2	0	0	0	1
13	12	11	1	5	8	0	54	38	27	63	6	17	29	347	0	10	82	0	0	98	74
14	11	1	0	2	2	0	0	3	0	35	3	58	250	1638	0	4	1	0	0	0	1
15	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	4	0	0	0	0
16	0	0	0	1	1	1	10	1	23	0	24	0	28	2	0	771	0	0	0	0	0
17	17	5	0	3	3	0	66	17	35	6	8	1	114	1	1	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	10	0	1	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	1	0	0	0	0	0	1	99	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	186	0	3	91	19	0	0	0	0	0	0	0

High 2036 PM Car Commuter DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	37	371	47	53	109	27	6	14	20	100	163	121	83	185	10	21	77	9	34	26	13
2	191	864	141	77	265	15	37	9	88	104	377	388	39	157	13	58	92	12	25	45	17
3	14	78	18	38	67	2	15	5	6	17	79	23	4	22	1	17	21	3	7	12	2
4	31	120	75	497	1572	86	65	213	72	36	296	535	195	83	4	114	78	3	40	39	5
5	82	176	68	1060	699	66	25	192	30	54	295	356	143	130	6	57	68	4	29	19	7
6	18	21	8	123	170	45	0	78	3	16	63	272	138	96	3	58	117	4	18	38	3
7	2	21	6	15	10	4	582	440	559	98	149	16	428	27	101	279	782	11	101	23	19
8	9	12	12	83	64	32	256	38	110	49	90	44	945	130	0	107	304	2	19	7	7
9	13	89	5	50	31	0	576	110	930	184	659	27	248	7	23	637	551	5	24	7	12
10	68	169	13	41	65	26	68	25	180	5068	342	431	147	1285	0	3	287	0	145	0	5
11	152	284	111	99	166	17	63	47	304	215	350	132	78	54	1	357	196	4	7	11	7
12	127	131	37	247	519	103	57	77	49	247	145	467	626	1003	30	22	86	23	20	10	44
13	73	62	9	143	344	150	390	812	228	126	252	940	209	5368	3	1357	274	167	2	382	410
14	152	160	43	75	184	89	26	59	9	584	69	910	5131	16933	0	19	69	5	0	117	141
15	4	10	2	3	6	3	33	1	8	0	3	29	0	0	0	85	79	0	0	0	0
16	13	57	47	90	87	41	105	41	321	3	463	35	1201	21	197	9495	1	0	0	0	0
17	87	198	35	96	195	167	1118	445	699	266	485	152	217	95	245	6	1	0	0	0	0
18	4	10	5	3	4	3	60	26	25	0	4	247	562	29	0	0	0	0	0	0	0
19	17	55	57	145	81	16	82	65	40	193	31	18	3	3	374	0	0	0	0	0	0
20	11	34	27	78	53	25	33	40	20	0	40	39	740	386	0	0	0	0	0	0	0
21	7	15	3	5	10	4	5	2	5	1624	9	42	778	361	0	0	0	0	0	0	0

High 2036 PM Car Business DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	6	27	3	5	10	3	0	2	0	7	8	8	1	2	0	1	1	0	1	0	0
2	13	49	5	5	24	2	1	1	3	3	16	23	1	4	0	1	1	0	0	2	1
3	4	5	1	2	4	0	0	0	0	1	3	2	0	1	0	0	0	0	0	1	0
4	2	6	3	23	91	4	3	10	3	1	16	45	7	4	0	2	4	0	1	0	0
5	12	18	4	76	69	5	3	16	3	2	19	32	8	5	0	2	4	0	2	0	0
6	1	0	1	5	13	2	0	3	0	0	3	16	0	1	0	0	1	0	1	0	0
7	0	2	1	4	2	1	40	28	29	15	11	2	173	2	5	41	142	0	25	4	3
8	1	2	1	15	4	0	14	2	8	3	9	3	102	10	0	12	44	0	6	1	1
9	2	5	0	2	1	0	33	7	50	32	34	1	86	0	8	65	75	0	8	2	3
10	4	4	1	4	9	1	6	3	13	588	28	29	38	168	0	0	70	0	18	0	5
11	15	10	13	12	14	1	6	7	19	20	15	11	40	2	0	41	38	1	1	1	0
12	15	12	3	18	48	6	4	8	3	28	8	34	96	70	6	1	9	0	1	0	6
13	1	3	0	9	10	1	236	142	89	164	82	161	32	1826	22	831	517	1	18	64	141
14	3	9	2	5	9	3	0	9	0	189	6	71	1217	2752	2	6	9	0	1	8	74
15	0	0	0	0	1	0	2	0	3	0	1	6	2	1	0	13	13	0	0	0	0
16	3	3	2	3	5	0	28	7	54	0	51	4	467	6	32	1190	1	0	0	0	0
17	2	7	1	9	5	2	214	73	95	182	76	15	586	26	58	2	0	0	0	0	0
18	0	0	0	0	0	0	2	1	1	0	2	5	14	1	0	0	0	0	0	0	0
19	0	2	0	5	4	0	28	8	9	36	1	1	20	2	20	0	0	0	0	0	0
20	0	2	1	1	1	0	3	2	2	0	2	1	42	17	0	0	0	0	0	0	0
21	0	0	0	0	2	0	1	0	1	224	1	5	69	64	0	0	0	0	0	0	0

High 2036 PM Car Other DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	14	113	8	8	21	1	1	5	6	35	47	41	42	135	4	8	30	4	8	12	6
2	60	894	64	53	121	9	28	9	83	82	193	126	15	121	9	42	59	9	4	30	12
3	5	73	12	29	40	0	9	1	4	9	37	15	3	10	1	18	15	3	4	14	1
4	9	61	27	342	725	123	20	72	28	10	132	166	55	35	1	59	41	2	40	40	2
5	18	96	50	837	454	73	6	113	20	23	175	186	79	101	2	53	43	2	19	20	3
6	1	2	1	74	70	38	0	31	1	3	12	103	113	131	0	45	142	1	13	35	1
7	0	27	12	22	6	1	791	377	302	19	57	6	595	11	2	89	718	0	9	1	0
8	2	4	1	155	50	18	201	25	77	5	38	22	457	26	0	26	223	0	2	0	0
9	1	101	6	13	7	0	351	79	706	52	199	6	571	17	1	286	398	0	3	0	1
10	19	75	5	7	17	2	19	6	50	4861	178	220	19	397	0	1	53	0	4	0	8
11	29	265	38	55	59	4	57	44	156	157	290	70	202	82	0	427	206	0	16	11	4
12	20	152	14	157	236	77	16	22	7	259	75	344	528	832	10	15	46	7	10	7	15
13	5	29	1	34	69	78	651	546	463	19	137	463	208	4460	0	402	312	33	1	6	13
14	18	132	8	13	42	71	9	16	4	295	14	549	4079	17939	1	4	28	0	0	1	14
15	1	6	0	0	2	0	1	0	1	0	0	9	0	0	0	4	2	0	0	0	0
16	2	68	13	26	24	27	76	26	227	1	396	10	413	3	7	9385	2	0	0	0	0
17	5	83	8	30	41	83	825	276	394	47	219	48	149	35	6	2	1	0	0	0	0
18	1	7	2	0	1	0	1	1	1	2	0	20	10	1	0	0	0	0	0	0	0
19	2	12	5	19	13	5	12	10	4	6	11	6	1	0	7	0	0	0	0	0	0
20	3	27	6	17	4	10	1	5	1	0	15	9	10	7	0	0	0	0	0	0	0
21	2	11	1	1	3	0	0	0	1	899	3	7	22	26	0	0	0	0	0	0	0

High 2036 PM LGV DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	10	31	7	65	31	0	1	12	3	11	33	53	16	56	2	3	12	2	15	5	2
2	41	54	40	31	69	8	15	5	20	19	83	63	9	33	3	15	25	3	3	10	4
3	3	29	2	13	14	0	3	0	3	3	16	4	0	4	0	8	4	1	0	7	1
4	36	29	25	135	547	28	55	23	42	8	51	54	117	29	1	44	60	0	7	19	1
5	36	83	24	259	80	26	16	11	26	20	65	59	39	56	3	37	20	1	5	15	4
6	4	15	0	42	29	2	0	14	0	2	3	38	28	76	0	14	49	0	5	13	0
7	1	16	7	60	7	0	218	213	167	31	53	3	277	2	0	73	469	0	3	0	0
8	0	2	0	26	8	10	85	10	37	6	12	5	214	10	0	16	141	0	1	0	0
9	0	21	5	71	11	0	172	27	275	72	191	2	138	5	0	256	295	0	1	0	0
10	6	11	2	16	11	3	17	11	55	3497	124	133	39	392	0	0	77	0	1	0	3
11	18	55	12	35	37	3	22	4	84	90	55	17	40	10	0	121	60	0	0	1	0
12	13	40	3	42	45	17	1	4	1	84	19	62	166	318	1	3	7	0	1	1	3
13	24	25	1	213	50	23	375	310	160	76	96	207	224	2899	0	56	421	3	0	315	367
14	54	11	3	26	24	19	1	25	1	268	3	256	2211	12901	0	1	4	0	0	0	15
15	1	2	0	1	2	1	8	0	2	0	0	8	0	0	0	4	3	0	0	0	0
16	1	12	7	44	14	5	80	12	226	0	165	1	269	0	0	5856	1	0	0	0	0
17	31	66	7	79	27	31	600	171	301	44	86	17	708	4	0	1	0	0	0	0	0
18	1	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	29	28	6	11	12	2	14	3	5	1	0	3	0	0	0	0	0	0	0	0	0
20	3	9	7	12	7	6	1	0	1	0	1	2	363	0	0	0	0	0	0	0	0
21	1	3	0	1	3	1	0	0	1	1415	0	7	292	40	0	0	0	0	0	0	0

High 2036 PM HGV DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	0	0	0	2	3	0	0	0	0	1	0	8	2	7	0	0	1	0	0	1	0
2	0	2	2	5	1	0	0	0	1	0	1	0	3	0	0	0	2	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0
4	0	0	0	9	35	1	3	1	1	0	1	2	3	2	0	1	3	0	1	0	0
5	6	10	1	33	4	1	1	2	1	2	4	7	8	3	0	1	4	0	0	1	0
6	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
7	0	0	0	2	0	0	24	9	16	17	2	0	96	2	0	6	55	0	0	0	0
8	0	0	0	1	1	0	8	1	2	1	0	0	51	7	0	1	14	0	0	0	0
9	0	0	0	3	0	0	18	2	30	4	11	0	22	1	0	26	33	0	0	0	0
10	0	0	0	0	1	0	3	0	8	429	10	10	1	30	0	0	5	0	0	0	0
11	0	0	0	1	1	0	4	0	8	4	8	3	3	1	0	13	9	0	0	0	0
12	1	0	0	1	4	0	0	0	0	7	0	5	8	46	0	0	0	0	0	0	0
13	1	5	0	2	12	1	56	37	24	2	6	10	28	327	0	7	64	1	0	0	56
14	3	4	1	2	8	0	0	6	0	22	1	44	228	1550	0	3	0	0	0	0	25
15	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0
16	0	0	0	2	0	0	8	1	26	0	21	0	32	0	0	723	0	0	0	0	0
17	14	5	1	3	5	0	64	18	32	2	9	1	294	1	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	4	0	0	1	5	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	176	0	0	56	36	0	0	0	0	0	0	0

High 2051 AM Car Commuter DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	27	110	6	18	47	13	1	7	4	69	98	44	36	128	4	26	40	3	6	8	5
2	234	864	69	116	298	18	26	6	92	138	259	151	45	360	21	65	226	19	17	74	32
3	60	145	9	101	146	3	10	19	11	29	117	30	12	64	3	41	24	3	14	18	5
4	28	57	40	560	1292	208	18	69	76	26	96	248	129	87	2	170	92	4	126	115	3
5	73	246	49	1842	795	133	5	66	27	78	184	595	153	206	6	141	72	3	25	29	10
6	8	6	2	60	35	49	0	26	0	5	1	66	170	110	1	51	191	3	28	46	2
7	4	33	7	87	21	7	688	523	718	85	78	39	350	14	13	144	1266	82	89	44	8
8	14	10	2	159	209	81	424	41	74	22	26	183	827	74	0	42	489	25	58	42	2
9	6	74	4	96	23	0	653	62	1147	234	371	42	240	7	23	422	928	43	51	35	9
10	114	81	10	44	68	16	118	22	215	6388	239	237	114	576	0	3	275	0	194	0	21
11	164	326	53	308	375	40	228	48	798	452	359	188	186	78	4	600	621	4	40	75	10
12	98	242	34	730	437	212	11	51	15	555	137	549	1027	1150	37	43	115	361	10	18	58
13	66	10	4	262	127	124	496	1023	288	188	73	554	248	7013	0	1266	113	587	0	670	646
14	149	62	24	81	113	131	20	140	9	1164	51	869	6049	21038	0	30	58	27	1	530	390
15	10	7	1	7	7	3	54	0	26	0	8	32	0	0	0	234	212	0	0	0	0
16	24	39	8	117	46	42	328	58	809	3	474	34	1468	25	102	11913	3	0	0	0	0
17	67	49	23	157	60	119	1024	353	701	339	241	70	236	32	103	1	1	0	0	0	0
18	9	7	2	3	3	4	8	3	3	0	7	20	55	5	0	0	0	0	0	0	0
19	22	3	47	52	28	23	146	28	31	175	6	14	0	0	188	0	0	0	0	0	0
20	27	24	7	20	7	27	27	13	6	0	29	11	436	209	0	0	0	0	0	0	0
21	13	9	1	6	7	4	16	3	12	5514	3	56	491	195	0	0	0	0	0	0	0

High 2051 AM Car Business DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	9	5	0	2	7	0	0	1	0	20	32	4	0	8	0	19	0	0	0	0	0
2	9	54	5	2	31	1	1	0	4	5	12	12	1	13	1	5	6	0	0	4	1
3	6	5	1	2	6	0	1	0	1	1	21	1	0	4	0	0	0	0	0	0	0
4	2	3	2	21	103	11	3	18	3	1	17	16	8	4	0	4	6	0	2	2	0
5	7	29	4	88	71	10	1	5	1	5	11	53	4	9	0	5	1	0	0	0	1
6	0	1	0	7	4	2	0	1	0	0	0	4	1	2	0	0	1	0	1	0	0
7	0	3	2	4	3	0	21	17	23	5	6	5	244	0	0	22	197	0	30	2	0
8	1	0	0	4	13	2	11	1	2	1	26	13	133	7	0	5	76	0	9	1	0
9	0	3	1	5	4	0	22	5	50	12	13	5	135	0	2	45	115	0	12	1	1
10	41	3	0	4	8	0	15	3	33	604	27	37	85	219	0	0	221	0	38	0	5
11	21	19	3	10	22	3	10	2	24	18	14	9	88	4	0	44	89	0	1	3	0
12	7	26	7	36	52	11	0	2	0	22	6	36	164	69	4	4	13	0	0	0	4
13	1	1	0	14	12	1	104	69	121	33	21	75	35	1456	2	311	142	0	22	13	17
14	1	7	1	9	11	1	0	8	0	163	0	74	2193	3033	2	10	22	0	1	6	56
15	0	0	0	0	1	0	4	0	5	0	3	10	6	2	0	32	44	0	1	0	0
16	7	1	0	7	6	0	42	10	67	0	55	7	1002	7	10	1185	3	0	0	0	0
17	0	3	0	13	10	1	109	39	123	39	36	16	369	4	4	1	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
19	0	0	1	3	3	1	22	6	21	12	4	2	20	0	1	0	0	0	0	0	0
20	0	2	2	0	0	0	4	1	3	0	1	1	70	8	0	0	0	0	0	0	0
21	0	1	0	1	1	0	2	1	4	295	0	7	138	91	0	0	0	0	0	0	0

High 2051 AM Car Other DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	25	864	17	13	43	7	3	39	10	52	136	54	95	102	4	13	74	4	12	10	6
2	245	1250	57	82	295	24	25	34	91	103	266	162	82	401	13	58	116	14	9	42	18
3	18	84	13	20	117	3	3	59	4	26	140	71	4	32	1	25	11	2	6	8	2
4	15	73	47	282	1335	104	12	134	43	19	240	335	78	55	1	89	49	2	47	52	2
5	32	159	53	835	645	87	4	104	19	48	261	345	113	184	5	63	55	2	16	11	7
6	10	4	1	55	34	31	1	24	0	8	3	48	172	123	2	50	187	3	21	38	3
7	3	18	9	15	4	4	1090	300	307	7	22	19	413	31	0	22	596	0	4	0	0
8	10	12	5	73	120	50	346	32	34	3	29	84	432	23	0	14	202	0	13	9	0
9	7	47	8	16	6	1	333	25	1061	19	86	22	167	15	0	83	271	0	1	0	0
10	105	76	13	14	36	10	18	16	33	3990	159	384	16	267	1	3	49	15	8	0	8
11	133	293	62	179	331	38	53	50	209	159	421	145	112	88	2	409	201	2	19	27	4
12	126	247	25	375	382	164	12	57	11	330	186	599	530	872	11	33	101	109	9	19	18
13	211	42	5	45	192	130	356	255	121	23	88	283	178	2630	0	105	227	141	0	0	0
14	296	80	12	35	143	111	33	45	13	245	130	761	3138	13285	0	2	76	0	0	0	4
15	13	9	2	2	3	3	0	0	0	2	3	26	0	0	0	2	0	0	0	0	0
16	29	57	18	44	40	47	58	19	168	2	385	20	326	7	1	7157	2	0	0	0	0
17	191	59	22	27	99	127	520	141	222	22	110	64	499	70	0	1	1	0	0	0	0
18	13	9	5	2	2	4	0	0	0	2	2	19	0	0	0	0	0	0	0	0	0
19	49	14	31	48	50	27	12	8	3	3	19	20	0	0	0	0	0	0	0	0	0
20	36	33	15	37	15	45	0	3	0	0	16	8	1	0	0	0	0	0	0	0	0
21	16	11	2	2	4	3	0	1	0	718	2	53	2	12	0	0	0	0	0	0	0

High 2051 AM LGV DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	15	42	1	32	19	2	1	1	2	9	26	14	34	29	2	1	52	2	11	6	3
2	57	39	21	50	108	10	5	4	16	13	79	48	19	43	3	19	54	3	11	14	4
3	4	51	2	25	32	2	1	1	2	3	11	6	2	13	1	17	6	1	5	7	1
4	25	37	12	117	405	55	26	22	26	6	31	30	107	13	0	30	39	0	17	14	1
5	35	86	17	537	68	25	10	9	15	23	44	57	33	36	6	30	19	1	9	6	8
6	0	4	0	24	10	2	0	7	0	2	2	13	30	17	1	13	28	0	4	10	1
7	1	14	5	49	7	2	222	143	164	27	22	3	272	1	0	65	439	0	3	0	0
8	0	2	1	22	7	11	117	13	32	3	5	2	200	9	0	12	142	0	1	0	0
9	5	23	3	48	10	1	149	35	364	38	104	3	176	2	0	192	348	0	1	0	0
10	13	16	2	21	11	5	34	18	96	3940	123	110	23	300	0	0	110	0	1	0	3
11	32	81	15	38	57	10	42	9	152	148	69	16	74	10	2	134	112	0	0	1	0
12	21	74	3	59	52	44	3	4	1	102	17	71	238	317	1	4	16	0	1	1	3
13	45	29	1	149	33	21	321	249	199	54	45	172	255	3206	0	52	400	4	1	252	239
14	109	32	3	45	62	27	2	35	4	372	13	383	2167	14650	0	3	7	0	0	0	56
15	2	3	0	1	1	1	12	0	5	0	0	9	0	1	0	5	5	0	0	0	0
16	4	9	4	44	26	17	126	23	342	0	204	1	223	1	1	6701	2	0	0	0	0
17	55	44	5	54	14	35	473	146	281	27	75	7	595	3	0	1	0	0	0	0	0
18	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	9	11	6	10	5	6	11	3	4	1	0	2	0	0	0	0	0	0	0	0	0
20	9	12	3	11	7	13	1	0	1	0	1	1	253	0	0	0	0	0	0	0	0
21	3	4	0	1	1	1	0	0	2	1618	0	7	266	34	0	0	0	0	0	0	0

High 2051 AM HGV DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	6	14	0	4	2	0	0	0	0	0	0	4	16	7	0	0	16	0	0	0	0
2	1	1	0	15	10	16	0	0	1	0	3	3	14	4	0	1	14	0	3	0	0
3	0	0	0	6	3	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0
4	4	3	0	27	96	4	6	3	4	0	3	5	19	4	0	2	6	0	4	1	0
5	4	23	0	120	8	2	3	1	3	0	3	2	15	8	0	1	12	0	4	0	0
6	0	0	0	2	4	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
7	0	0	0	7	2	0	38	15	37	3	6	0	56	0	0	12	105	0	1	0	0
8	0	0	0	3	0	0	15	2	4	3	0	0	45	3	0	1	31	0	0	0	0
9	0	0	0	7	3	0	36	5	66	25	25	0	49	0	0	48	105	0	1	0	0
10	0	0	0	5	1	0	12	4	18	971	26	30	15	64	0	0	18	0	0	0	1
11	0	0	0	7	4	1	17	2	30	14	15	0	21	7	0	33	33	0	0	0	0
12	0	3	0	9	6	0	0	0	0	22	1	11	42	84	0	0	3	0	0	1	2
13	22	20	0	10	14	1	83	64	56	68	11	28	63	762	0	40	123	2	0	98	42
14	15	4	0	12	10	2	0	6	0	71	5	115	515	3641	0	12	2	0	0	0	73
15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	4	0	0	0	0
16	0	0	0	4	4	1	39	6	90	0	46	0	66	10	0	1659	2	0	0	0	0
17	23	15	0	8	9	1	118	34	83	4	19	1	172	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	10	0	3	1	4	0	3	1	1	0	0	1	0	0	0	0	0	0	0	0	0
20	0	0	0	0	1	1	0	0	0	0	0	2	99	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	401	0	7	80	50	0	0	0	0	0	0	0

High 2051 IP Car Commuter DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	23	48	15	14	55	8	1	1	7	44	53	71	37	144	5	12	56	5	11	13	7
2	198	239	36	48	79	5	10	2	22	49	129	66	22	70	7	32	74	7	7	25	10
3	25	29	12	19	43	0	1	0	0	6	13	15	3	10	1	6	9	1	7	5	1
4	29	43	20	279	793	50	9	40	36	8	100	146	49	36	1	72	50	1	28	53	1
5	33	46	42	629	314	51	3	67	11	11	104	178	82	66	2	42	49	2	33	30	2
6	8	1	1	36	22	34	2	20	0	3	5	83	79	44	1	27	103	0	18	29	1
7	3	4	2	8	2	0	207	97	184	31	26	8	118	23	58	45	297	10	32	8	3
8	13	2	2	24	53	11	104	9	28	5	9	33	272	28	0	16	110	2	12	9	1
9	4	19	2	21	3	0	202	23	354	54	146	4	69	4	8	152	199	7	9	5	2
10	128	43	8	14	18	3	25	4	41	1573	84	90	42	301	0	2	73	0	48	0	3
11	144	94	27	87	117	7	37	9	130	88	136	36	34	19	0	166	114	0	13	21	3
12	90	32	8	172	142	77	5	14	5	98	48	157	209	350	11	8	36	65	9	14	27
13	64	17	3	39	53	88	136	258	89	54	42	220	68	1751	0	400	66	134	0	152	442
14	196	19	10	22	58	65	15	18	5	216	19	267	1599	5291	0	9	43	8	0	75	79
15	18	4	0	1	2	1	48	0	3	0	1	8	0	0	0	39	49	0	0	0	0
16	12	26	4	43	14	14	39	9	113	1	130	5	375	14	47	3032	1	0	0	0	0
17	60	44	6	30	31	77	366	113	196	90	97	30	57	63	94	1	0	0	0	0	0
18	17	4	0	1	2	1	13	3	5	0	1	59	93	12	0	0	0	0	0	0	0
19	26	10	4	23	26	9	34	9	11	61	5	5	0	0	119	0	0	0	0	0	0
20	56	16	4	26	10	18	9	6	4	0	9	3	158	116	0	0	0	0	0	0	0
21	24	5	0	2	3	1	2	1	2	830	1	16	371	110	0	0	0	0	0	0	0

High 2051 IP Car Business DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	62	18	4	33	43	4	1	1	0	27	12	34	5	24	1	1	4	0	1	1	1
2	34	18	2	4	8	0	2	0	1	3	14	4	0	4	0	1	3	0	0	1	0
3	7	2	0	1	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
4	13	10	1	18	83	3	8	4	7	2	6	11	12	5	0	6	14	0	1	1	0
5	30	6	4	97	67	3	4	8	4	2	10	41	8	6	0	4	7	0	1	0	0
6	4	0	0	3	3	2	0	0	0	0	1	4	1	1	0	0	2	0	1	0	0
7	0	0	0	4	1	0	43	18	28	9	4	2	156	1	4	17	148	0	16	2	1
8	3	0	0	2	7	0	16	2	5	1	1	3	84	4	0	4	43	0	4	1	0
9	0	1	0	5	2	0	37	8	55	14	10	2	98	0	6	41	85	0	6	1	1
10	10	2	0	4	5	0	15	2	23	768	34	35	48	179	0	0	102	0	17	0	4
11	22	7	1	5	12	0	7	2	18	25	11	5	42	0	0	34	41	0	1	1	0
12	13	3	1	39	36	4	0	1	0	28	5	37	74	68	3	1	4	0	0	1	5
13	2	1	0	15	6	0	148	83	104	155	39	69	46	1212	18	377	350	0	11	24	108
14	5	2	0	2	3	2	0	5	0	199	0	76	1156	3081	1	2	8	0	0	3	64
15	1	0	0	0	0	0	9	0	2	0	0	7	3	1	0	14	29	0	1	0	0
16	1	1	0	5	2	0	25	5	60	0	40	2	420	2	11	1333	2	0	0	0	0
17	2	3	0	7	3	0	153	43	78	101	32	5	387	8	32	1	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	3	0	0	1	1	0	17	4	6	18	0	0	12	0	5	0	0	0	0	0	0
20	3	1	0	0	0	0	2	0	1	0	0	0	25	4	0	0	0	0	0	0	0
21	2	0	0	0	0	0	1	0	1	307	0	4	99	60	0	0	0	0	0	0	0

High 2051 IP Car Other DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	42	174	31	19	46	21	5	9	18	82	108	71	240	206	10	15	222	10	46	26	14
2	265	746	63	87	174	16	22	5	58	136	272	144	33	132	16	52	98	15	13	48	22
3	47	64	19	41	78	2	3	5	2	23	46	20	8	28	2	9	21	2	15	9	2
4	28	73	49	500	1172	82	17	64	32	11	172	222	53	52	1	50	58	2	57	50	2
5	59	253	84	1180	576	74	6	117	11	22	201	250	130	132	2	29	85	2	34	25	2
6	14	15	6	49	86	38	0	35	0	4	17	131	156	124	1	32	183	2	26	42	2
7	10	20	7	18	5	3	952	263	370	34	35	18	595	33	5	42	719	0	9	0	0
8	5	6	3	48	89	41	246	24	52	4	26	54	443	19	0	13	212	0	8	9	0
9	15	85	4	34	13	0	389	52	807	31	162	15	337	8	1	189	402	0	3	0	0
10	125	130	7	14	30	5	35	5	35	4725	178	238	21	422	0	2	60	1	2	0	6
11	175	313	71	149	224	11	48	24	156	175	365	96	123	43	0	379	201	0	14	25	4
12	94	203	26	293	234	92	8	21	7	216	71	335	462	768	3	8	75	9	9	11	6
13	130	31	5	86	156	173	623	454	304	31	121	417	212	4027	0	251	536	102	1	163	47
14	264	162	27	55	105	134	28	25	7	524	33	756	4061	18206	0	4	88	0	0	1	18
15	17	12	1	1	3	1	4	0	0	0	0	13	0	0	0	3	1	0	0	0	0
16	49	84	16	96	53	41	80	23	259	3	445	19	476	6	4	9107	2	0	0	0	0
17	138	118	15	69	58	172	772	213	365	49	168	55	661	92	4	2	1	0	0	0	0
18	17	12	1	1	2	1	1	0	0	1	1	13	4	0	0	0	0	0	0	0	0
19	40	23	7	61	35	18	12	15	4	3	17	13	0	0	3	0	0	0	0	0	0
20	55	47	12	61	30	41	1	10	1	0	18	6	109	4	0	0	0	0	0	0	0
21	27	18	1	1	5	2	0	0	1	929	2	8	128	26	0	0	0	0	0	0	0

High 2051 IP LGV DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	25	51	6	29	21	7	2	8	3	16	32	21	69	63	3	5	90	3	35	9	4
2	108	62	22	39	65	3	7	1	15	17	67	32	10	23	3	10	30	3	6	12	5
3	6	19	2	17	20	1	1	1	1	3	12	4	1	10	1	3	4	0	5	3	1
4	45	34	16	147	352	27	31	14	21	8	35	30	93	17	2	34	44	1	12	17	3
5	32	62	23	329	94	20	9	6	10	9	33	39	38	36	1	21	24	1	12	11	2
6	3	3	2	22	23	4	0	6	0	4	2	35	24	26	1	11	34	0	6	12	2
7	1	7	2	30	6	1	187	79	119	26	15	3	211	2	1	31	352	0	2	0	0
8	0	1	0	11	6	16	71	7	26	6	4	4	173	6	0	7	111	0	0	0	0
9	4	19	1	19	9	0	135	30	239	30	78	2	138	2	0	129	221	0	1	0	0
10	27	12	1	12	9	1	28	24	38	2800	84	83	44	274	0	0	112	0	1	0	2
11	55	59	16	31	40	2	18	4	64	132	59	11	41	6	0	89	53	0	1	1	0
12	48	38	5	28	39	19	3	2	1	61	14	54	139	257	1	2	15	0	3	2	3
13	79	24	2	114	44	28	317	230	129	170	38	133	181	2230	0	39	406	8	0	457	388
14	134	22	6	22	29	22	3	18	1	283	7	260	1664	10150	0	1	10	0	0	0	19
15	5	2	0	1	1	0	8	0	2	0	0	10	0	0	0	3	9	0	0	0	0
16	10	9	4	31	21	10	64	12	150	0	138	1	196	1	0	4724	1	0	0	0	0
17	97	39	5	35	22	43	424	118	190	76	48	14	599	6	1	1	0	0	0	0	0
18	6	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	20	19	3	16	10	7	10	2	3	2	1	4	0	0	0	0	0	0	0	0	0
20	19	8	4	13	9	14	1	0	1	0	1	2	442	0	0	0	0	0	0	0	0
21	7	3	0	1	2	0	0	0	1	1142	0	7	370	35	0	0	0	0	0	0	0

High 2051 IP HGV DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	0	11	0	2	1	0	0	2	0	0	1	3	22	0	0	0	20	0	1	0	0
2	21	0	3	7	2	0	0	0	0	0	0	0	10	0	0	0	3	0	0	0	0
3	0	1	0	2	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
4	1	1	1	13	44	1	2	1	1	0	2	0	5	0	0	2	2	0	1	0	0
5	0	5	2	38	4	0	1	0	1	0	1	4	18	7	0	1	7	0	6	1	0
6	0	0	0	1	0	0	0	0	0	0	0	2	1	1	0	0	1	0	0	0	0
7	3	0	0	3	1	0	22	8	19	3	3	0	33	1	0	5	57	0	0	0	0
8	0	0	0	1	0	0	8	1	2	3	0	0	25	1	0	1	16	0	0	0	0
9	1	0	0	3	2	0	20	3	30	7	12	0	25	0	0	19	38	0	0	0	0
10	0	0	0	2	1	0	4	3	8	454	10	18	9	42	0	0	12	0	0	0	0
11	6	0	0	4	2	0	3	0	11	6	6	0	9	0	0	15	9	0	0	0	0
12	1	5	0	2	1	0	0	0	0	14	0	7	23	45	0	0	2	0	0	0	1
13	12	11	1	5	8	0	54	38	27	63	6	17	29	347	0	10	82	0	0	98	74
14	11	1	0	2	2	0	0	3	0	35	3	58	250	1638	0	4	1	0	0	0	1
15	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	4	0	0	0	0
16	0	0	0	1	1	1	10	1	23	0	24	0	28	2	0	771	0	0	0	0	0
17	17	5	0	3	3	0	66	17	35	6	8	1	114	1	1	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	10	0	1	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	1	0	0	0	0	0	1	99	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	186	0	3	91	19	0	0	0	0	0	0	0

High 2051 PM Car Commuter DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	40	405	51	58	119	29	6	15	22	109	177	132	90	201	11	23	84	10	37	29	14
2	208	942	154	84	289	16	41	10	96	114	411	422	42	171	15	63	100	13	27	49	19
3	16	85	19	41	73	2	16	5	7	19	86	25	4	24	2	18	23	3	7	14	2
4	34	131	81	542	1713	93	71	233	78	39	322	583	212	91	4	124	85	4	43	43	5
5	89	192	74	1155	763	72	27	210	33	59	322	388	155	142	6	62	74	5	32	21	7
6	20	23	9	134	185	49	0	85	4	17	69	297	150	104	3	63	127	4	20	41	4
7	3	23	7	17	11	4	635	480	609	107	162	17	466	29	110	304	852	12	110	25	21
8	10	13	13	91	70	35	279	41	120	53	98	48	1030	142	0	117	332	2	21	7	8
9	14	97	6	55	34	0	628	120	1014	200	718	29	270	8	25	695	600	5	26	8	13
10	74	184	15	45	71	28	74	28	196	5524	373	470	160	1401	0	3	313	0	158	0	6
11	165	310	121	108	181	19	69	51	331	235	382	144	85	58	2	389	214	4	8	12	7
12	139	143	41	269	566	113	62	84	54	269	158	509	682	1093	33	24	94	26	22	11	48
13	79	68	10	156	375	164	425	885	248	138	275	1025	228	5851	4	1479	299	182	2	416	446
14	165	175	46	82	200	97	29	65	9	637	75	991	5593	18458	0	20	76	5	0	127	154
15	5	11	2	3	7	3	36	1	9	0	3	31	0	0	0	92	86	0	0	0	0
16	14	62	51	98	95	44	114	44	350	3	505	38	1309	23	214	10349	1	0	0	0	0
17	95	216	39	105	213	182	1219	485	762	289	529	165	236	103	267	7	1	0	0	0	0
18	5	11	5	3	4	3	65	28	28	0	4	269	613	32	0	0	0	0	0	0	0
19	19	60	62	158	88	18	90	70	44	210	34	20	3	3	407	0	0	0	0	0	0
20	11	37	29	85	58	28	35	43	22	0	44	42	806	421	0	0	0	0	0	0	0
21	7	17	3	5	10	4	5	3	6	1770	9	46	848	393	0	0	0	0	0	0	0

High 2051 PM Car Business DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	6	29	3	6	10	4	0	2	0	7	9	8	1	2	0	1	1	0	1	0	0
2	14	53	6	6	26	2	1	1	3	3	18	25	1	5	0	1	2	0	0	2	1
3	4	6	1	2	5	0	0	0	0	1	3	2	0	1	0	0	0	0	0	1	0
4	2	7	4	25	100	5	4	11	3	1	17	49	8	4	0	2	5	0	1	0	0
5	13	20	4	83	75	5	4	18	3	2	21	35	9	5	0	2	5	0	2	0	0
6	1	1	1	5	14	2	0	4	0	0	3	18	0	1	0	0	1	0	1	0	0
7	0	3	1	5	3	1	43	31	32	16	12	2	188	2	6	45	155	0	28	4	3
8	1	2	1	16	4	0	16	2	9	4	10	3	111	11	0	13	48	0	6	1	1
9	2	5	1	2	1	0	36	8	55	35	37	1	94	0	8	70	82	0	9	2	4
10	5	4	1	4	10	1	6	3	14	641	30	32	41	183	0	0	76	0	20	0	5
11	16	11	14	13	16	1	7	8	20	22	16	12	43	2	0	45	41	1	1	1	0
12	16	13	4	19	52	6	5	9	4	31	9	37	105	77	6	1	9	0	1	0	7
13	1	3	0	9	11	1	257	155	97	179	90	175	35	1990	24	906	564	1	19	70	154
14	3	10	2	5	10	3	0	10	0	206	7	77	1326	2999	2	6	10	0	1	8	80
15	0	0	0	0	1	0	2	0	3	0	1	6	2	1	0	14	15	0	1	0	0
16	4	3	2	3	6	0	31	8	59	0	56	5	509	6	35	1297	2	0	0	0	0
17	2	8	1	10	6	2	234	80	104	198	83	17	638	28	63	2	0	0	0	0	0
18	0	0	0	0	0	0	2	1	1	0	2	6	16	1	0	0	0	0	0	0	0
19	0	2	0	5	5	1	31	9	10	39	1	1	22	2	21	0	0	0	0	0	0
20	1	2	1	1	1	0	3	2	2	0	2	2	46	19	0	0	0	0	0	0	0
21	0	1	0	0	2	0	1	0	1	244	1	5	76	70	0	0	0	0	0	0	0

High 2051 PM Car Other DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	15	123	9	9	23	1	1	5	7	39	51	45	46	147	5	8	33	4	9	13	6
2	66	971	70	57	131	10	30	10	87	89	208	136	16	131	10	45	64	10	4	33	13
3	6	79	13	32	44	0	10	1	4	10	40	17	3	11	1	20	16	3	5	15	1
4	9	65	29	373	789	134	22	78	31	11	142	179	60	39	1	65	45	2	43	44	2
5	19	104	54	909	494	80	6	123	22	25	190	202	86	110	2	57	47	2	21	22	3
6	1	2	1	81	76	42	0	33	1	3	13	112	124	143	1	49	155	1	14	38	1
7	0	30	13	24	7	1	863	411	329	20	62	6	649	12	2	97	782	0	10	1	0
8	2	5	1	168	54	20	219	27	84	5	41	24	499	28	0	28	243	0	2	0	0
9	1	110	7	14	8	0	382	86	769	56	217	6	623	18	1	312	434	0	3	0	1
10	20	82	6	8	19	3	21	6	54	5294	194	238	20	431	0	1	57	0	4	0	9
11	31	286	41	59	63	4	62	48	170	171	315	75	220	89	0	465	225	1	18	12	5
12	21	165	15	167	255	84	17	24	8	278	80	373	575	898	10	16	50	7	11	7	16
13	5	31	2	37	75	85	710	595	505	21	149	502	227	4862	0	438	340	36	1	7	14
14	19	143	9	14	46	77	10	17	4	322	15	596	4446	19554	1	4	30	0	0	2	15
15	1	7	1	0	2	0	1	0	1	0	0	10	0	1	0	4	2	0	0	0	0
16	3	73	14	29	26	30	83	28	247	1	431	11	450	3	7	10230	2	0	0	0	0
17	5	90	9	33	45	91	899	301	429	51	238	51	163	38	6	3	1	0	0	0	0
18	1	7	3	0	1	0	2	1	1	2	0	21	11	1	0	0	0	0	0	0	0
19	2	13	5	20	14	6	13	11	4	6	11	7	1	0	8	0	0	0	0	0	0
20	3	29	7	18	5	11	1	6	1	0	16	9	11	8	0	0	0	0	0	0	0
21	2	12	1	1	3	0	0	0	1	980	3	7	24	28	0	0	0	0	0	0	0

High 2051 PM LGV DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	10	31	7	65	31	0	1	12	3	11	33	53	16	56	2	3	12	2	15	5	2
2	41	54	40	31	69	8	15	5	20	19	83	63	9	33	3	15	25	3	3	10	4
3	3	29	2	13	14	0	3	0	3	3	16	4	0	4	0	8	4	1	0	7	1
4	36	29	25	135	547	28	55	23	42	8	51	54	117	29	1	44	60	0	7	19	1
5	36	83	24	259	80	26	16	11	26	20	65	59	39	56	3	37	20	1	5	15	4
6	4	15	0	42	29	2	0	14	0	2	3	38	28	76	0	14	49	0	5	13	0
7	1	16	7	60	7	0	218	213	167	31	53	3	277	2	0	73	469	0	3	0	0
8	0	2	0	26	8	10	85	10	37	6	12	5	214	10	0	16	141	0	1	0	0
9	0	21	5	71	11	0	172	27	275	72	191	2	138	5	0	256	295	0	1	0	0
10	6	11	2	16	11	3	17	11	55	3497	124	133	39	392	0	0	77	0	1	0	3
11	18	55	12	35	37	3	22	4	84	90	55	17	40	10	0	121	60	0	0	1	0
12	13	40	3	42	45	17	1	4	1	84	19	62	166	318	1	3	7	0	1	1	3
13	24	25	1	213	50	23	375	310	160	76	96	207	224	2899	0	56	421	3	0	315	367
14	54	11	3	26	24	19	1	25	1	268	3	256	2211	12901	0	1	4	0	0	0	15
15	1	2	0	1	2	1	8	0	2	0	0	8	0	0	0	4	3	0	0	0	0
16	1	12	7	44	14	5	80	12	226	0	165	1	269	0	0	5856	1	0	0	0	0
17	31	66	7	79	27	31	600	171	301	44	86	17	708	4	0	1	0	0	0	0	0
18	1	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	29	28	6	11	12	2	14	3	5	1	0	3	0	0	0	0	0	0	0	0	0
20	3	9	7	12	7	6	1	0	1	0	1	2	363	0	0	0	0	0	0	0	0
21	1	3	0	1	3	1	0	0	1	1415	0	7	292	40	0	0	0	0	0	0	0

High 2051 PM HGV DM

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	0	0	0	2	3	0	0	0	0	1	0	8	2	7	0	0	1	0	0	1	0
2	0	2	2	5	1	0	0	0	1	0	1	0	3	0	0	0	2	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0
4	0	0	0	9	35	1	3	1	1	0	1	2	3	2	0	1	3	0	1	0	0
5	6	10	1	33	4	1	1	2	1	2	4	7	8	3	0	1	4	0	0	1	0
6	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
7	0	0	0	2	0	0	24	9	16	17	2	0	96	2	0	6	55	0	0	0	0
8	0	0	0	1	1	0	8	1	2	1	0	0	51	7	0	1	14	0	0	0	0
9	0	0	0	3	0	0	18	2	30	4	11	0	22	1	0	26	33	0	0	0	0
10	0	0	0	0	1	0	3	0	8	429	10	10	1	30	0	0	5	0	0	0	0
11	0	0	0	1	1	0	4	0	8	4	8	3	3	1	0	13	9	0	0	0	0
12	1	0	0	1	4	0	0	0	0	7	0	5	8	46	0	0	0	0	0	0	0
13	1	5	0	2	12	1	56	37	24	2	6	10	28	327	0	7	64	1	0	0	56
14	3	4	1	2	8	0	0	6	0	22	1	44	228	1550	0	3	0	0	0	0	25
15	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0
16	0	0	0	2	0	0	8	1	26	0	21	0	32	0	0	723	0	0	0	0	0
17	14	5	1	3	5	0	64	18	32	2	9	1	294	1	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	4	0	0	1	5	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	176	0	0	56	36	0	0	0	0	0	0	0

High 2021 AM Car Commuter DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	20	85	5	19	42	11	1	3	3	45	81	38	28	96	3	22	34	3	5	8	4
2	136	571	57	109	253	12	20	3	70	85	203	116	31	234	16	50	184	16	14	63	23
3	43	110	7	94	125	2	7	12	9	18	79	21	10	47	2	33	21	3	13	19	4
4	21	47	32	508	1174	174	16	44	66	17	72	183	109	68	2	139	80	3	117	107	2
5	48	186	42	1724	643	109	4	58	22	47	153	397	115	145	5	111	57	2	22	27	7
6	6	5	2	60	28	39	0	25	0	4	1	55	128	84	1	41	154	2	24	42	2
7	3	26	7	88	12	6	607	487	660	51	66	24	299	12	12	130	1163	81	84	39	7
8	10	6	1	123	83	63	376	35	63	15	15	71	689	57	0	28	439	25	36	26	1
9	4	56	3	95	13	0	538	54	968	147	313	23	187	3	20	353	746	39	41	27	8
10	82	62	10	47	67	13	105	20	197	5144	194	164	65	410	0	2	254	0	186	0	19
11	118	241	43	118	200	22	179	31	650	340	269	66	127	36	2	390	456	2	8	26	6
12	62	170	20	377	250	146	9	28	7	271	82	275	736	728	22	17	60	228	5	10	33
13	45	8	4	246	97	104	393	876	243	158	56	449	214	5953	0	1051	100	536	0	546	534
14	121	63	25	90	117	124	19	134	8	974	31	769	5375	18190	0	29	56	29	1	489	363
15	7	6	1	7	7	3	46	0	23	0	4	23	0	0	0	200	193	0	0	0	0
16	16	29	8	118	36	37	281	52	727	2	393	20	1208	21	87	10253	3	0	0	0	0
17	47	35	22	157	44	104	878	318	633	258	200	42	202	27	92	1	1	0	0	0	0
18	7	6	2	4	3	3	7	3	3	0	3	15	47	4	0	0	0	0	0	0	0
19	16	3	43	54	24	20	126	26	28	140	3	8	0	0	164	0	0	0	0	0	0
20	21	20	7	22	7	27	24	12	6	0	13	8	371	179	0	0	0	0	0	0	0
21	9	8	1	7	7	4	15	3	12	4792	1	44	424	162	0	0	0	0	0	0	0

High 2021 AM Car Business DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	3	2	0	2	5	0	0	0	0	11	24	2	0	5	0	6	0	0	0	0	0
2	4	33	4	3	22	1	1	0	3	3	10	9	1	8	1	3	4	0	0	2	1
3	5	4	1	2	5	0	0	0	1	1	15	1	0	3	0	1	0	0	0	0	0
4	2	2	2	23	89	11	3	7	2	1	9	9	6	3	0	4	5	0	2	2	0
5	5	17	4	72	42	7	1	4	1	3	8	20	3	5	0	4	1	0	0	0	0
6	0	0	0	6	3	2	0	1	0	0	0	2	1	2	0	0	1	0	1	0	0
7	0	3	2	5	2	0	19	15	21	5	4	2	212	0	0	20	174	0	26	2	0
8	1	0	0	5	5	2	10	1	2	1	11	5	122	6	0	5	71	0	8	1	0
9	0	2	1	6	2	0	19	5	43	11	11	2	113	0	2	40	98	0	10	1	1
10	21	2	0	4	6	0	12	3	27	492	23	24	68	176	0	0	181	0	31	0	4
11	14	12	3	5	9	2	8	2	19	14	10	2	73	1	0	33	73	0	0	1	0
12	3	16	4	19	24	7	0	1	0	14	3	12	127	49	3	1	8	0	0	0	3
13	1	1	0	15	7	1	86	60	105	27	17	58	30	1222	2	260	118	0	19	12	14
14	1	7	1	11	9	2	0	8	0	138	0	56	1872	2599	2	9	20	0	1	6	48
15	0	0	0	1	1	0	3	0	5	0	1	7	5	2	0	28	38	0	1	0	0
16	5	1	0	8	3	0	35	9	59	0	44	3	839	6	9	1017	2	0	0	0	0
17	0	1	0	15	5	1	93	35	111	33	24	7	315	4	3	1	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
19	0	0	0	3	2	1	19	6	19	10	1	1	17	0	1	0	0	0	0	0	0
20	0	1	2	1	0	0	3	1	2	0	0	0	59	7	0	0	0	0	0	0	0
21	0	0	0	1	1	0	2	1	3	253	0	5	116	78	0	0	0	0	0	0	0

High 2021 AM Car Other DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	21	361	16	14	30	6	2	14	7	40	84	31	73	79	4	10	62	4	11	10	5
2	137	696	43	54	183	17	15	12	66	68	162	97	46	211	9	36	80	10	7	34	13
3	13	76	10	21	88	3	2	19	4	20	62	22	4	24	1	21	9	2	6	8	1
4	11	57	36	279	1202	89	10	51	37	15	80	128	58	40	1	71	39	2	47	51	2
5	22	119	42	747	502	64	3	45	15	33	114	201	73	117	3	44	38	1	12	9	5
6	7	3	1	47	27	26	1	19	0	5	3	37	104	74	1	33	122	2	17	31	2
7	3	17	8	16	4	3	850	269	270	4	16	18	322	26	0	19	492	0	4	0	0
8	7	7	3	45	54	39	301	25	30	2	11	33	359	14	0	6	175	0	5	3	0
9	6	43	7	18	7	1	259	20	909	11	72	16	126	7	0	67	206	0	1	0	0
10	78	59	12	14	29	9	12	6	25	2842	120	205	5	165	0	2	29	0	0	0	3
11	104	225	51	58	177	15	37	16	169	105	306	59	62	36	1	278	136	1	4	8	1
12	93	177	14	190	220	107	9	23	6	172	86	328	342	552	6	12	48	54	3	9	9
13	159	33	5	43	163	107	250	203	101	6	39	188	139	2054	0	83	180	115	0	0	0
14	244	68	13	40	123	104	27	22	9	123	47	501	2530	10570	0	2	63	0	0	0	4
15	10	7	1	2	3	2	0	0	0	0	2	14	0	0	0	2	0	0	0	0	0
16	21	40	15	44	31	39	43	12	142	2	285	9	238	5	1	5602	2	0	0	0	0
17	145	49	19	28	89	108	391	117	180	12	77	33	390	55	0	1	1	0	0	0	0
18	10	7	5	2	2	3	0	0	0	0	1	10	0	0	0	0	0	0	0	0	0
19	34	11	26	45	40	21	8	4	2	1	5	9	0	0	0	0	0	0	0	0	0
20	27	24	13	37	12	38	0	1	0	0	6	3	1	0	0	0	0	0	0	0	0
21	12	9	2	2	3	3	0	0	0	566	1	27	1	9	0	0	0	0	0	0	0

High 2021 AM LGV DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	Grand Total
1	10	28	1	21	13	2	0	1	1	6	17	9	22	19	1	1	34	1	7	4	2	**200**
2	36	29	16	38	81	7	4	3	12	10	59	36	14	32	2	14	41	2	8	10	3	**458**
3	3	39	1	19	24	1	1	1	1	2	8	5	1	10	1	13	4	0	4	5	1	**143**
4	16	28	9	88	305	41	20	17	20	4	24	23	80	9	0	22	29	0	13	11	0	**758**
5	22	65	13	404	50	19	7	7	11	17	33	43	25	27	5	23	15	0	6	4	6	**802**
6	0	3	0	18	8	1	0	5	0	1	1	10	23	13	0	10	21	0	3	7	1	**126**
7	1	11	4	37	5	1	167	108	123	21	17	2	204	1	0	49	330	0	2	0	0	**1082**
8	0	1	1	16	5	9	88	9	24	2	4	2	150	7	0	9	107	0	0	0	0	**434**
9	3	17	2	36	8	0	112	26	274	29	78	2	132	2	0	144	262	0	1	0	0	**1128**
10	8	12	1	16	8	3	25	14	72	2963	92	83	17	226	0	0	83	0	1	0	3	**3627**
11	20	61	11	28	43	7	32	6	114	111	52	12	56	7	2	101	84	0	0	0	0	**750**
12	13	56	2	44	39	33	2	3	1	77	13	53	179	238	1	3	12	0	1	1	2	**773**
13	29	22	1	112	25	16	242	188	150	40	34	130	191	2411	0	39	301	3	0	190	180	**4303**
14	70	24	2	34	47	20	1	26	3	280	10	288	1630	11016	0	2	6	0	0	0	42	**13501**
15	1	2	0	1	1	1	9	0	4	0	0	7	0	1	0	3	4	0	0	0	0	**34**
16	2	7	3	33	19	13	95	18	257	0	153	1	168	1	0	5038	1	0	0	0	0	**5810**
17	35	33	4	40	10	27	356	110	211	20	56	5	447	3	0	0	0	0	0	0	0	**1359**
18	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**5**
19	6	8	5	7	4	5	8	2	3	1	0	1	0	0	0	0	0	0	0	0	0	**50**
20	6	9	2	8	5	10	0	0	1	0	0	0	190	0	0	0	0	0	0	0	0	**233**
21	2	3	0	1	1	1	0	0	1	1217	0	6	200	25	0	0	0	0	0	0	0	**1457**

High 2021 AM HGV DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	4	11	0	3	1	0	0	0	0	0	0	3	12	5	0	0	12	0	0	0	0
2	0	1	0	13	8	14	0	0	1	0	3	2	12	4	0	0	12	0	3	0	0
3	0	0	0	5	2	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0
4	3	3	0	23	84	3	5	3	3	0	2	4	16	4	0	1	5	0	3	1	0
5	3	20	0	104	7	2	3	1	3	0	3	2	13	7	0	1	10	0	4	0	0
6	0	0	0	1	4	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
7	0	0	0	6	2	0	33	13	32	3	5	0	49	0	0	11	92	0	1	0	0
8	0	0	0	2	0	0	13	2	3	2	0	0	39	2	0	1	27	0	0	0	0
9	0	0	0	6	3	0	32	5	58	21	22	0	42	0	0	42	92	0	0	0	0
10	0	0	0	4	1	0	10	4	16	844	22	26	13	55	0	0	16	0	0	0	1
11	0	0	0	6	3	1	14	2	26	12	13	0	18	6	0	29	29	0	0	0	0
12	0	2	0	8	5	0	0	0	0	19	1	9	36	73	0	0	3	0	0	1	2
13	16	18	0	9	12	1	72	56	49	59	10	24	55	663	0	35	107	1	0	86	36
14	11	4	0	11	9	2	0	5	0	61	4	100	447	3165	0	10	1	0	0	0	64
15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3	0	0	0	0
16	0	0	0	4	3	1	34	5	78	0	40	0	57	9	0	1443	1	0	0	0	0
17	17	13	0	7	8	1	103	29	72	4	17	1	150	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	8	0	3	1	3	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	1	1	0	0	0	0	0	2	86	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	349	0	6	70	43	0	0	0	0	0	0	0

High 2021 IP Car Commuter DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	14	32	10	11	37	5	1	0	4	28	35	45	23	92	3	8	40	3	8	10	5
2	118	175	28	39	66	4	8	1	16	35	104	52	16	53	6	26	59	6	6	21	8
3	16	23	7	18	35	0	1	0	0	5	9	9	2	8	1	4	7	1	6	4	1
4	20	37	18	257	740	46	9	25	32	7	53	91	42	31	1	64	47	1	27	50	1
5	20	34	34	588	270	44	3	35	9	9	62	132	63	53	1	34	41	2	29	27	2
6	5	1	1	34	20	30	1	18	0	3	4	71	62	37	1	22	89	0	16	26	1
7	2	4	2	8	2	0	182	89	164	27	23	7	98	20	50	40	266	9	29	7	2
8	9	1	1	15	23	10	92	7	23	4	7	16	224	23	0	12	97	2	8	4	1
9	2	15	2	20	2	0	165	20	289	45	121	3	53	2	7	126	162	6	7	4	2
10	80	33	7	11	17	2	21	3	35	1280	71	54	27	238	0	1	64	0	44	0	2
11	95	73	21	39	71	3	26	5	101	72	106	19	21	11	0	111	76	0	5	8	2
12	56	24	6	106	85	58	4	9	2	54	27	79	151	239	7	4	22	41	5	9	16
13	40	12	2	36	45	76	108	215	71	41	32	170	57	1468	0	324	56	122	0	124	370
14	137	17	10	23	55	64	15	16	3	180	15	210	1410	4559	0	8	41	8	0	70	75
15	11	3	0	1	2	1	41	0	2	0	0	5	0	0	0	33	44	0	0	0	0
16	8	21	4	42	13	12	33	8	98	1	96	4	306	12	40	2600	1	0	0	0	0
17	39	35	5	30	27	67	307	99	166	75	73	22	48	53	79	1	0	0	0	0	0
18	12	3	0	1	2	1	13	3	5	0	1	40	84	11	0	0	0	0	0	0	0
19	16	8	4	22	24	8	29	8	9	50	2	3	0	0	101	0	0	0	0	0	0
20	36	13	4	25	10	16	8	4	4	0	4	2	131	99	0	0	0	0	0	0	0
21	16	4	0	2	3	1	2	1	2	722	1	10	311	95	0	0	0	0	0	0	0

High 2021 IP Car Business DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	14	5	3	24	26	3	0	0	0	8	7	17	3	16	1	0	3	0	1	1	1
2	15	11	1	4	4	0	2	0	1	1	6	3	0	2	0	0	2	0	0	1	0
3	4	1	0	1	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
4	7	8	1	18	63	3	6	3	5	1	3	6	9	4	0	5	10	0	1	1	0
5	11	4	2	64	31	3	2	3	2	1	5	14	4	3	0	2	3	0	1	0	0
6	2	0	0	3	2	2	0	0	0	0	1	3	0	1	0	0	1	0	1	0	0
7	0	0	0	4	1	0	37	16	24	6	3	1	129	1	4	14	127	0	14	1	1
8	3	0	0	2	2	0	14	2	5	1	1	1	73	3	0	3	38	0	3	0	0
9	0	1	0	5	1	0	32	7	49	9	9	1	82	0	5	35	74	0	5	1	1
10	8	1	0	3	2	0	10	2	14	618	25	24	39	136	0	0	80	0	14	0	4
11	16	3	1	4	5	0	5	1	15	18	9	1	34	0	0	27	32	0	0	0	0
12	8	2	0	22	11	2	0	1	0	17	3	13	61	51	2	0	3	0	0	0	4
13	2	0	0	14	4	0	124	73	91	126	33	57	38	1001	15	312	291	0	10	20	89
14	4	1	0	2	2	2	0	4	0	153	0	65	972	2582	1	2	7	0	0	3	54
15	1	0	0	0	0	0	8	0	2	0	0	5	3	1	0	11	25	0	1	0	0
16	1	0	0	5	1	0	21	5	53	0	34	1	347	1	10	1114	1	0	0	0	0
17	2	2	0	7	2	0	129	38	68	78	27	4	322	6	26	1	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	2	0	0	1	0	0	15	3	5	14	0	0	10	0	4	0	0	0	0	0	0
20	2	0	0	0	0	0	1	0	1	0	0	0	21	3	0	0	0	0	0	0	0
21	2	0	0	0	0	0	0	0	1	257	0	3	82	50	0	0	0	0	0	0	0

High 2021 IP Car Other DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	31	102	21	14	30	15	3	5	8	55	77	44	160	144	7	11	151	7	31	20	10
2	155	497	45	64	130	11	15	3	45	94	197	90	22	94	10	40	71	11	9	35	15
3	30	48	15	37	65	1	2	3	2	18	37	12	6	23	1	7	16	2	12	7	2
4	21	58	45	480	1085	67	15	34	32	11	79	112	44	47	1	49	51	2	52	49	2
5	41	160	73	1126	510	60	5	48	10	21	96	158	106	111	1	26	70	2	29	22	2
6	10	8	5	43	64	29	0	29	0	4	8	81	113	92	1	28	137	2	21	36	2
7	7	15	5	16	5	2	732	233	310	27	29	13	450	27	4	36	555	0	7	0	0
8	3	4	2	28	47	34	212	19	48	3	12	21	375	16	0	10	180	0	3	3	0
9	10	66	3	32	11	0	314	49	696	27	141	9	265	4	1	169	310	0	2	0	0
10	82	93	6	13	25	4	28	4	32	3546	150	138	14	320	0	2	46	0	1	0	5
11	127	236	54	75	141	4	35	11	131	148	279	51	87	26	0	291	139	0	4	8	2
12	59	145	17	168	152	65	6	11	3	130	43	193	336	560	2	4	42	4	5	6	4
13	81	21	4	72	116	118	458	375	237	21	80	300	164	3093	0	205	408	82	1	133	36
14	170	110	21	48	83	98	22	19	4	386	20	537	3143	14123	0	3	68	0	0	1	14
15	12	8	1	1	3	1	3	0	0	0	0	8	0	0	0	3	1	0	0	0	0
16	28	54	12	76	40	28	55	15	195	2	307	9	326	4	3	6956	2	0	0	0	0
17	89	82	12	59	46	124	582	181	287	37	125	34	504	71	3	2	0	0	0	0	0
18	12	9	1	1	2	1	0	0	0	0	0	6	3	0	0	0	0	0	0	0	0
19	28	17	6	57	30	15	10	6	3	2	5	6	0	0	3	0	0	0	0	0	0
20	38	36	11	56	26	33	1	4	1	0	6	2	89	4	0	0	0	0	0	0	0
21	17	13	1	1	4	1	0	0	0	714	1	4	96	21	0	0	0	0	0	0	0

High 2021 IP LGV DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	14	29	4	17	12	4	1	4	2	9	18	12	39	36	1	3	52	2	20	5	2
2	59	46	16	29	49	3	5	1	11	13	50	24	8	18	3	7	23	2	4	9	4
3	3	14	1	13	15	0	1	0	1	2	9	3	1	7	0	3	3	0	4	2	1
4	25	26	12	110	265	20	23	10	16	6	26	23	70	13	1	26	33	1	9	12	2
5	18	47	17	248	70	15	7	4	7	7	25	30	29	27	1	15	18	0	9	8	1
6	2	2	2	16	17	3	0	4	0	3	1	26	18	20	1	8	26	0	4	9	1
7	1	5	1	23	5	1	141	59	89	19	11	2	159	1	1	24	265	0	2	0	0
8	0	1	0	8	5	12	54	6	19	5	3	3	130	4	0	5	83	0	0	0	0
9	2	14	1	15	6	0	101	23	180	23	59	1	104	1	0	97	166	0	1	0	0
10	15	9	1	9	7	1	21	18	28	2105	63	63	33	206	0	0	84	0	1	0	2
11	30	44	12	23	30	1	14	3	48	99	44	8	31	4	0	67	40	0	0	1	0
12	26	28	4	21	29	14	2	2	1	46	10	41	105	193	1	2	11	0	2	1	2
13	43	18	1	86	33	21	238	173	97	128	29	100	136	1677	0	29	305	6	0	343	292
14	74	16	4	17	21	16	2	14	1	212	5	196	1251	7632	0	1	8	0	0	0	15
15	3	1	0	1	1	0	6	0	1	0	0	7	0	0	0	2	7	0	0	0	0
16	6	7	3	24	16	8	48	9	113	0	104	1	148	0	0	3552	0	0	0	0	0
17	54	29	4	26	16	33	319	89	143	57	36	10	450	5	1	1	0	0	0	0	0
18	3	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	11	14	3	12	7	5	8	1	2	1	0	3	0	0	0	0	0	0	0	0	0
20	11	6	3	10	7	10	0	0	1	0	1	2	332	0	0	0	0	0	0	0	0
21	4	2	0	0	1	0	0	0	0	859	0	5	278	26	0	0	0	0	0	0	0

High 2021 IP HGV DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	0	7	0	1	1	0	0	1	0	0	1	2	14	0	0	0	13	0	1	0	0
2	13	0	3	6	2	0	0	0	0	0	0	0	9	0	0	0	3	0	0	0	0
3	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
4	0	1	1	11	38	1	2	1	1	0	2	0	4	0	0	2	1	0	1	0	0
5	0	4	2	33	3	0	1	0	1	0	1	3	16	6	0	1	6	0	5	0	0
6	0	0	0	1	0	0	0	0	0	0	0	2	1	1	0	0	1	0	0	0	0
7	2	0	0	3	1	0	19	7	16	2	2	0	29	1	0	4	50	0	0	0	0
8	0	0	0	1	0	0	7	1	2	3	0	0	22	1	0	1	14	0	0	0	0
9	1	0	0	2	2	0	17	2	26	6	10	0	21	0	0	17	33	0	0	0	0
10	0	0	0	2	1	0	4	3	7	395	9	16	8	36	0	0	10	0	0	0	0
11	4	0	0	3	2	0	3	0	10	5	5	0	8	0	0	13	8	0	0	0	0
12	1	4	0	2	1	0	0	0	0	12	0	7	20	39	0	0	1	0	0	0	1
13	7	9	1	4	7	0	47	33	23	55	5	15	26	302	0	9	71	0	0	86	65
14	7	1	0	2	2	0	0	3	0	30	3	50	217	1424	0	4	1	0	0	0	1
15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	4	0	0	0	0
16	0	0	0	1	1	1	8	1	20	0	21	0	24	2	0	670	0	0	0	0	0
17	11	4	0	2	2	0	57	15	31	5	7	1	99	1	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	6	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	1	0	0	0	0	0	1	86	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	162	0	2	79	16	0	0	0	0	0	0	0

High 2021 PM Car Commuter DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	50	434	58	70	133	31	7	13	17	117	204	136	99	235	12	25	104	12	46	36	17
2	242	637	113	64	222	13	29	4	67	83	301	279	28	125	11	49	77	11	21	41	15
3	18	66	16	35	64	2	14	2	5	16	75	16	3	20	1	15	21	3	7	12	2
4	49	116	77	476	1637	86	64	164	74	36	145	331	177	76	4	118	81	4	44	44	5
5	109	154	63	1039	614	60	13	105	22	50	186	239	105	125	5	53	61	4	26	20	6
6	26	20	8	123	146	39	0	70	2	14	34	191	111	86	2	51	108	4	18	36	3
7	3	20	7	18	10	4	571	439	527	95	135	13	388	26	95	274	782	11	103	23	20
8	10	9	8	54	52	29	255	32	105	38	65	25	878	130	0	107	304	2	20	7	7
9	16	80	5	52	28	0	559	103	828	179	584	17	223	6	21	613	531	5	23	7	12
10	83	121	12	33	52	19	45	16	128	4605	293	239	123	1188	0	2	254	0	137	0	5
11	193	218	74	83	131	16	56	25	279	175	266	88	57	36	1	307	171	2	3	5	5
12	150	100	23	182	355	87	32	51	27	171	87	260	498	880	23	13	52	19	11	6	35
13	100	54	8	139	305	135	359	735	196	91	182	711	196	5098	3	1244	261	162	2	354	389
14	222	144	43	79	178	89	28	56	5	511	49	711	5060	16292	0	19	75	5	0	123	143
15	7	9	2	3	6	3	33	1	8	0	1	19	0	0	0	82	80	0	0	0	0
16	18	49	43	82	82	38	103	32	301	2	336	19	1100	20	181	9130	1	0	0	0	0
17	127	192	35	96	182	152	1083	427	619	257	385	84	211	90	238	6	1	0	0	0	0
18	7	9	5	3	4	3	65	29	26	0	1	169	567	31	0	0	0	0	0	0	0
19	25	52	58	151	82	16	83	40	36	188	6	10	3	3	370	0	0	0	0	0	0
20	18	34	29	83	55	26	33	30	17	0	13	24	693	382	0	0	0	0	0	0	0
21	10	14	3	5	9	4	5	2	5	1567	3	27	722	350	0	0	0	0	0	0	0

High 2021 PM Car Business DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	4	26	5	8	9	4	0	2	0	6	9	5	2	4	0	1	1	0	1	1	0
2	13	33	5	4	14	1	1	0	2	3	12	15	1	4	0	1	1	0	0	2	1
3	4	4	1	2	3	0	1	0	0	1	2	1	0	1	0	0	0	0	0	1	0
4	3	7	5	25	93	5	5	10	4	1	8	25	10	4	0	3	6	0	1	1	0
5	14	13	4	71	44	4	2	9	2	2	9	15	6	5	0	2	3	0	1	0	0
6	1	1	1	7	12	2	0	3	0	0	2	11	0	1	0	0	1	0	1	0	0
7	0	2	1	4	1	0	37	28	27	13	10	1	160	1	5	39	131	0	23	3	2
8	0	2	0	6	3	0	14	2	8	3	6	2	99	10	0	13	44	0	6	1	1
9	2	3	1	1	0	0	32	7	46	27	32	1	83	0	8	63	71	0	8	2	3
10	3	3	1	3	5	1	5	2	13	526	24	20	34	157	0	0	65	0	17	0	5
11	15	6	6	8	9	1	6	3	18	18	11	3	39	1	0	37	34	0	0	0	0
12	12	6	2	11	20	4	2	7	2	21	3	14	85	62	5	1	5	0	0	0	5
13	1	2	0	7	6	1	213	135	78	147	72	136	29	1678	20	761	477	1	16	59	130
14	3	6	2	4	5	2	0	8	0	160	2	55	1126	2556	2	5	8	0	0	7	68
15	0	0	0	0	1	0	2	0	3	0	0	4	2	1	0	13	13	0	0	0	0
16	2	2	2	2	3	0	26	7	50	0	42	1	427	5	29	1104	1	0	0	0	0
17	2	5	1	8	3	1	203	72	86	162	67	10	539	25	54	2	0	0	0	0	0
18	0	0	0	0	0	0	2	1	1	0	1	4	14	1	0	0	0	0	0	0	0
19	0	2	0	3	3	0	28	8	9	33	0	0	19	1	19	0	0	0	0	0	0
20	1	1	2	1	0	0	3	2	2	0	0	1	40	17	0	0	0	0	0	0	0
21	0	0	0	0	1	0	1	0	1	206	0	3	64	60	0	0	0	0	0	0	0

High 2021 PM Car Other DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	19	116	11	12	25	1	1	5	7	47	62	52	54	176	6	10	41	6	14	16	8
2	76	586	55	44	107	4	22	8	59	66	154	101	13	89	7	32	49	7	4	25	10
3	7	49	11	29	36	0	7	0	4	8	28	9	3	7	1	17	15	3	5	14	1
4	13	43	29	357	751	73	23	50	31	9	78	111	54	34	1	60	42	1	39	44	1
5	20	81	46	856	424	43	6	69	19	21	102	126	72	89	2	45	40	2	18	18	3
6	1	2	0	73	58	26	0	26	1	2	4	69	92	112	0	37	120	1	11	30	1
7	0	20	11	26	6	1	691	368	277	17	49	5	500	10	1	76	630	0	8	1	0
8	1	3	0	69	28	12	194	25	76	4	28	10	421	20	0	25	210	0	2	0	0
9	1	70	6	13	7	0	323	82	667	51	188	4	523	9	1	260	348	0	3	0	1
10	22	52	5	8	14	1	17	5	47	4138	165	144	11	308	0	1	46	0	3	0	7
11	36	171	23	40	54	1	47	22	149	147	247	38	103	27	0	342	163	0	7	4	2
12	22	93	9	88	132	38	10	12	4	147	36	187	423	581	4	6	22	2	6	3	5
13	5	21	1	30	53	44	541	508	418	14	111	377	182	3867	0	332	271	30	0	5	12
14	23	73	7	13	37	40	9	14	3	262	8	471	3607	15804	0	4	26	0	0	1	13
15	2	5	0	0	2	0	1	0	1	0	0	6	0	0	0	4	2	0	0	0	0
16	3	40	12	24	20	14	68	22	214	1	330	4	351	2	6	8172	2	0	0	0	0
17	6	58	7	31	33	54	723	266	354	41	180	25	126	30	5	2	0	0	0	0	0
18	2	5	2	0	1	0	1	1	1	0	0	11	9	1	0	0	0	0	0	0	0
19	3	10	5	19	12	4	12	6	4	5	3	3	1	0	8	0	0	0	0	0	0
20	5	21	7	18	5	8	1	3	1	0	6	7	10	8	0	0	0	0	0	0	0
21	3	8	1	1	2	0	0	0	1	792	1	4	18	22	0	0	0	0	0	0	0

High 2021 PM LGV DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	11	31	7	65	30	0	1	12	3	11	33	52	15	55	2	2	12	2	15	5	2
2	42	41	30	23	52	6	11	4	15	14	63	48	7	25	2	11	19	2	3	8	3
3	3	22	2	10	11	0	2	0	2	2	12	3	0	3	0	6	3	1	0	5	0
4	36	22	19	101	412	21	42	17	32	6	38	40	88	22	1	33	45	0	6	14	1
5	37	62	18	195	61	19	12	8	19	15	49	44	29	42	2	28	15	1	4	11	3
6	4	11	0	31	22	2	0	11	0	1	2	29	21	57	0	10	37	0	4	10	0
7	1	12	5	45	6	0	164	160	126	23	40	3	208	1	0	55	352	0	2	0	0
8	0	2	0	19	6	8	64	8	28	4	9	4	161	7	0	12	106	0	0	0	0
9	0	16	3	54	8	0	129	21	207	54	144	2	103	4	0	193	222	0	1	0	0
10	6	8	1	12	8	2	12	8	41	2629	93	100	30	295	0	0	58	0	0	0	2
11	18	41	9	26	28	2	17	3	63	68	41	13	30	7	0	91	45	0	0	1	0
12	13	30	2	32	34	13	1	3	1	63	14	47	125	239	1	3	5	0	1	1	2
13	24	19	1	160	38	17	282	233	120	57	72	156	168	2180	0	42	316	2	0	237	276
14	55	8	2	20	18	14	1	19	1	202	2	193	1662	9700	0	1	3	0	0	0	12
15	1	2	0	1	1	0	6	0	2	0	0	6	0	0	0	3	3	0	0	0	0
16	1	9	6	33	10	4	60	9	170	0	124	1	202	0	0	4403	1	0	0	0	0
17	31	50	6	59	20	23	451	128	227	33	65	13	532	3	0	1	0	0	0	0	0
18	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	29	21	5	8	9	2	10	2	4	1	0	2	0	0	0	0	0	0	0	0	0
20	3	7	6	9	5	4	1	0	1	0	1	1	273	0	0	0	0	0	0	0	0
21	1	2	0	1	2	1	0	0	1	1064	0	5	220	30	0	0	0	0	0	0	0

High 2021 PM HGV DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	0	0	0	2	3	0	0	0	0	1	0	9	3	8	0	0	1	0	0	1	0
2	0	2	2	4	1	0	0	0	1	0	1	0	2	0	0	0	1	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	8	31	1	2	1	1	0	1	2	3	2	0	0	3	0	1	0	0
5	7	9	1	29	3	1	1	1	1	2	4	6	6	2	0	1	4	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
7	0	0	0	2	0	0	21	7	14	15	2	0	84	2	0	5	48	0	0	0	0
8	0	0	0	1	1	0	7	1	2	1	0	0	44	6	0	1	13	0	0	0	0
9	0	0	0	2	0	0	16	2	26	3	9	0	19	0	0	23	29	0	0	0	0
10	0	0	0	0	1	0	3	0	7	373	8	9	1	26	0	0	4	0	0	0	0
11	0	0	0	1	1	0	3	0	7	4	7	3	3	1	0	12	8	0	0	0	0
12	1	0	0	1	4	0	0	0	0	6	0	4	7	40	0	0	0	0	0	0	0
13	1	5	0	1	11	0	49	33	21	2	5	9	24	284	0	6	55	0	0	0	49
14	3	3	1	2	7	0	0	5	0	19	1	39	198	1347	0	3	0	0	0	0	22
15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
16	0	0	0	2	0	0	7	1	22	0	18	0	28	0	0	628	0	0	0	0	0
17	17	4	1	3	5	0	56	16	28	1	8	1	255	1	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	5	0	0	1	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	153	0	0	49	32	0	0	0	0	0	0	0

High 2036 AM Car Commuter DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	25	101	5	17	43	12	1	7	4	63	90	41	33	118	3	24	36	3	5	8	5
2	214	793	63	106	273	16	24	5	85	126	237	138	42	330	19	60	207	18	16	68	29
3	55	133	9	93	134	3	9	17	10	27	108	27	11	59	3	37	22	3	13	16	4
4	26	52	37	513	1186	191	16	63	70	24	88	228	119	80	2	156	85	3	116	106	3
5	67	226	45	1691	729	122	4	60	25	72	169	546	141	189	6	130	66	2	23	27	9
6	8	6	2	55	32	45	0	24	0	5	1	60	156	101	1	47	175	3	26	42	2
7	4	31	6	79	20	6	631	480	658	78	72	36	321	13	12	132	1161	75	81	40	7
8	13	9	2	146	192	74	389	38	68	20	24	168	758	68	0	38	449	23	53	38	2
9	5	68	3	88	22	0	599	57	1051	215	340	39	221	7	21	387	851	39	47	32	8
10	104	74	9	41	63	15	109	20	197	5859	219	218	105	528	0	2	252	0	178	0	19
11	150	298	49	282	344	37	209	44	732	414	329	173	170	72	3	550	569	4	37	69	10
12	90	222	31	670	401	195	10	47	14	509	126	503	942	1055	34	39	105	331	9	17	53
13	61	9	3	240	117	114	455	938	265	172	67	509	228	6432	0	1161	103	538	0	614	592
14	137	57	22	74	104	120	19	128	8	1067	47	798	5548	19294	0	28	53	25	1	486	357
15	9	6	1	6	6	3	49	0	24	0	7	29	0	0	0	215	194	0	0	0	0
16	22	36	8	108	42	39	301	53	742	3	435	32	1347	23	93	10925	3	0	0	0	0
17	61	45	21	144	55	109	939	323	642	311	221	64	216	30	94	1	1	0	0	0	0
18	9	6	2	3	3	3	7	3	3	0	6	18	50	5	0	0	0	0	0	0	0
19	21	3	43	48	25	21	134	26	29	161	6	13	0	0	172	0	0	0	0	0	0
20	25	22	6	18	7	25	25	12	6	0	26	10	400	192	0	0	0	0	0	0	0
21	12	8	1	5	7	4	15	3	11	5057	3	51	450	178	0	0	0	0	0	0	0

High 2036 AM Car Business DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	8	4	0	1	6	0	0	1	0	18	29	3	0	7	0	18	0	0	0	0	0
2	9	50	5	2	28	1	1	0	4	4	11	11	1	12	1	5	6	0	0	3	1
3	6	4	1	1	5	0	0	0	1	1	19	1	0	4	0	0	0	0	0	0	0
4	2	3	2	19	95	10	3	16	2	1	15	15	7	4	0	4	6	0	2	2	0
5	6	26	4	81	65	9	1	4	1	4	10	49	4	8	0	5	1	0	0	0	0
6	0	1	0	6	4	2	0	1	0	0	0	4	1	2	0	0	1	0	1	0	0
7	0	3	2	4	3	0	20	15	21	5	6	4	224	0	0	21	181	0	27	2	0
8	1	0	0	3	12	2	10	1	2	1	24	12	122	6	0	5	70	0	8	1	0
9	0	3	1	5	3	0	20	5	46	11	12	5	124	0	2	42	106	0	11	1	1
10	38	3	0	4	8	0	14	3	30	553	25	34	78	201	0	0	203	0	35	0	4
11	19	17	3	9	20	3	9	2	22	16	13	8	80	4	0	41	81	0	1	3	0
12	6	24	6	33	47	10	0	2	0	20	6	33	151	63	3	3	12	0	0	0	4
13	1	1	0	13	11	1	96	63	111	31	19	69	32	1335	2	285	130	0	20	12	16
14	1	6	1	8	10	1	0	8	0	150	0	68	2011	2782	2	9	20	0	1	5	51
15	0	0	0	0	1	0	3	0	5	0	3	9	5	2	0	30	40	0	1	0	0
16	6	1	0	7	5	0	38	9	62	0	51	7	919	6	9	1087	2	0	0	0	0
17	0	3	0	12	9	1	100	36	113	35	33	15	339	4	3	1	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
19	0	0	1	2	3	1	20	6	19	11	4	2	18	0	1	0	0	0	0	0	0
20	0	2	2	0	0	0	3	1	2	0	1	1	64	8	0	0	0	0	0	0	0
21	0	1	0	1	1	0	2	1	3	271	0	7	126	84	0	0	0	0	0	0	0

High 2036 AM Car Other DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	23	856	16	12	41	6	2	37	9	48	127	51	88	94	4	12	68	4	11	9	5
2	235	1188	52	78	281	22	23	33	84	95	248	151	75	381	12	53	106	13	8	39	17
3	16	78	12	18	111	3	2	57	4	24	134	68	4	29	1	23	10	2	5	7	2
4	14	68	43	259	1234	96	11	130	40	18	233	325	72	51	1	82	45	2	43	48	2
5	29	148	49	773	602	81	4	102	18	45	252	325	105	171	4	58	51	1	15	10	6
6	9	4	1	50	32	29	1	22	0	7	3	44	157	113	2	46	172	3	19	35	2
7	3	16	8	13	4	4	999	275	282	6	20	17	379	29	0	20	546	0	3	0	0
8	9	11	4	69	111	46	317	30	31	3	27	78	397	22	0	13	186	0	12	8	0
9	6	43	7	15	6	1	305	23	973	18	79	20	153	14	0	76	248	0	1	0	0
10	96	70	12	13	34	10	16	15	30	3687	148	365	16	246	1	2	46	15	8	0	8
11	122	269	57	169	309	35	48	48	192	148	390	138	104	82	2	375	185	2	18	25	4
12	116	229	24	351	358	151	11	55	10	312	177	560	492	811	11	32	95	109	9	18	18
13	194	38	5	41	178	119	326	234	111	23	82	262	164	2412	0	96	209	129	0	0	0
14	271	74	11	32	134	102	30	43	12	235	124	726	2878	12184	0	2	70	0	0	0	4
15	12	8	1	2	3	3	0	0	0	2	3	25	0	0	0	2	0	0	0	0	0
16	27	52	17	41	37	43	53	18	154	2	355	19	299	6	1	6564	2	0	0	0	0
17	175	54	20	25	91	116	477	130	204	21	101	59	457	64	0	1	1	0	0	0	0
18	12	8	5	2	2	3	0	0	0	2	2	19	0	0	0	0	0	0	0	0	0
19	45	13	28	44	47	24	11	7	2	3	18	19	0	0	0	0	0	0	0	0	0
20	33	30	14	34	13	42	0	2	0	0	15	8	1	0	0	0	0	0	0	0	0
21	14	10	2	2	4	3	0	1	0	660	2	52	1	11	0	0	0	0	0	0	0

High 2036 AM LGV DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	15	42	1	32	19	2	1	1	2	9	26	14	34	29	2	1	52	2	11	6	3
2	57	39	21	50	108	10	5	4	16	13	79	48	19	43	3	19	54	3	11	14	4
3	4	51	2	25	32	2	1	1	2	3	11	6	2	13	1	17	6	1	5	7	1
4	25	37	12	117	405	55	26	22	26	6	31	30	107	13	0	30	39	0	17	14	1
5	35	86	17	537	68	25	10	9	15	23	44	57	33	36	6	30	19	1	9	6	8
6	0	4	0	24	10	2	0	7	0	2	2	13	30	17	1	13	28	0	4	10	1
7	1	14	5	49	7	2	222	143	164	27	22	3	272	1	0	65	439	0	3	0	0
8	0	2	1	22	7	11	117	13	32	3	5	2	200	9	0	12	142	0	1	0	0
9	5	23	3	48	10	1	149	35	364	38	104	3	176	2	0	192	348	0	1	0	0
10	13	16	2	21	11	5	34	18	96	3940	123	110	23	300	0	0	110	0	1	0	3
11	32	81	15	38	57	10	42	9	152	148	69	16	74	10	2	134	112	0	0	1	0
12	21	74	3	59	52	44	3	4	1	102	17	71	238	317	1	4	16	0	1	1	3
13	45	29	1	149	33	21	321	249	199	54	45	172	255	3206	0	52	400	4	1	252	239
14	109	32	3	45	62	27	2	35	4	372	13	383	2167	14650	0	3	7	0	0	0	56
15	2	3	0	1	1	1	12	0	5	0	0	9	0	1	0	5	5	0	0	0	0
16	4	9	4	44	26	17	126	23	342	0	204	1	223	1	1	6701	2	0	0	0	0
17	55	44	5	54	14	35	473	146	281	27	75	7	595	3	0	1	0	0	0	0	0
18	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	9	11	6	10	5	6	11	3	4	1	0	2	0	0	0	0	0	0	0	0	0
20	9	12	3	11	7	13	1	0	1	0	1	1	253	0	0	0	0	0	0	0	0
21	3	4	0	1	1	1	0	0	2	1618	0	7	266	34	0	0	0	0	0	0	0

High 2036 AM HGV DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	6	14	0	4	2	0	0	0	0	0	0	4	16	7	0	0	16	0	0	0	0
2	1	1	0	15	10	16	0	0	1	0	3	3	14	4	0	1	14	0	3	0	0
3	0	0	0	6	3	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0
4	4	3	0	27	96	4	6	3	4	0	3	5	19	4	0	2	6	0	4	1	0
5	4	23	0	120	8	2	3	1	3	0	3	2	15	8	0	1	12	0	4	0	0
6	0	0	0	2	4	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
7	0	0	0	7	2	0	38	15	37	3	6	0	56	0	0	12	105	0	1	0	0
8	0	0	0	3	0	0	15	2	4	3	0	0	45	3	0	1	31	0	0	0	0
9	0	0	0	7	3	0	36	5	66	25	25	0	49	0	0	48	105	0	1	0	0
10	0	0	0	5	1	0	12	4	18	971	26	30	15	64	0	0	18	0	0	0	1
11	0	0	0	7	4	1	17	2	30	14	15	0	21	7	0	33	33	0	0	0	0
12	0	3	0	9	6	0	0	0	0	22	1	11	42	84	0	0	3	0	0	1	2
13	22	20	0	10	14	1	83	64	56	68	11	28	63	762	0	40	123	2	0	98	42
14	15	4	0	12	10	2	0	6	0	71	5	115	515	3641	0	12	2	0	0	0	73
15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	4	0	0	0	0
16	0	0	0	4	4	1	39	6	90	0	46	0	66	10	0	1659	2	0	0	0	0
17	23	15	0	8	9	1	118	34	83	4	19	1	172	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	10	0	3	1	4	0	3	1	1	0	0	1	0	0	0	0	0	0	0	0	0
20	0	0	0	0	1	1	0	0	0	0	0	2	99	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	401	0	7	80	50	0	0	0	0	0	0	0

High 2036 IP Car Commuter DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	21	44	14	13	50	7	1	1	7	40	48	65	34	131	4	11	51	4	10	12	6
2	180	217	33	44	72	5	9	1	20	44	118	60	20	63	7	29	67	6	7	22	9
3	23	26	11	18	39	0	1	0	0	6	12	13	3	9	1	6	8	1	6	4	1
4	27	39	19	254	722	46	9	37	33	7	91	133	45	33	1	66	46	1	26	49	1
5	30	42	38	573	286	46	3	61	10	10	95	162	75	60	1	38	45	2	30	27	2
6	8	1	1	33	20	31	1	18	0	3	5	76	72	40	1	24	94	0	16	26	1
7	2	4	2	7	2	0	189	88	168	28	24	7	107	21	53	41	270	9	29	8	2
8	12	2	2	22	49	10	95	8	25	4	8	30	247	25	0	14	100	2	11	8	1
9	4	17	2	19	2	0	184	21	322	49	133	4	63	3	8	139	182	6	8	4	2
10	116	39	7	13	16	2	23	4	37	1432	77	82	38	274	0	2	66	0	44	0	2
11	131	86	25	79	106	6	34	8	118	80	124	33	31	17	0	151	104	0	12	19	3
12	82	29	8	156	129	70	4	12	5	89	44	143	190	319	10	7	33	59	8	13	25
13	58	15	2	36	48	80	124	235	81	50	38	200	62	1595	0	364	60	122	0	138	402
14	178	17	10	20	53	59	14	16	4	196	17	243	1456	4816	0	8	39	7	0	68	72
15	16	3	0	1	2	1	44	0	2	0	0	7	0	0	0	36	45	0	0	0	0
16	11	23	4	39	12	13	35	8	103	1	118	4	341	13	43	2760	1	0	0	0	0
17	55	40	5	28	28	70	333	103	179	82	89	28	52	58	85	1	0	0	0	0	0
18	16	3	0	1	2	1	12	3	5	0	1	54	85	11	0	0	0	0	0	0	0
19	23	9	4	21	24	8	31	9	10	55	5	4	0	0	108	0	0	0	0	0	0
20	51	15	4	23	9	17	9	5	4	0	8	3	144	105	0	0	0	0	0	0	0
21	22	4	0	1	3	1	2	1	2	755	1	15	338	100	0	0	0	0	0	0	0

High 2036 IP Car Business DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	56	17	3	30	39	4	1	1	0	25	11	31	4	22	1	1	4	0	1	1	1
2	31	16	2	4	8	0	2	0	1	3	13	3	0	3	0	1	3	0	0	1	0
3	6	2	0	1	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
4	12	9	1	17	75	3	7	4	6	2	6	10	11	4	0	6	12	0	1	1	0
5	27	5	3	89	61	3	4	7	3	1	9	38	7	5	0	4	7	0	1	0	0
6	4	0	0	3	2	2	0	0	0	0	1	4	0	1	0	0	1	0	1	0	0
7	0	0	0	4	1	0	40	17	25	9	3	2	142	1	4	15	134	0	14	1	1
8	3	0	0	2	6	0	14	2	5	1	1	3	77	3	0	4	39	0	3	1	0
9	0	1	0	5	1	0	33	7	50	13	10	2	90	0	5	37	77	0	5	1	1
10	9	2	0	4	5	0	14	2	21	699	31	31	44	163	0	0	93	0	16	0	4
11	20	6	1	5	11	0	7	2	16	23	10	5	38	0	0	31	37	0	1	1	0
12	12	2	1	35	33	4	0	1	0	25	5	34	67	62	2	1	3	0	0	1	4
13	2	1	0	13	6	0	135	76	95	141	36	63	42	1103	16	344	318	0	10	22	98
14	5	2	0	2	3	1	0	4	0	181	0	69	1052	2805	1	2	7	0	0	3	58
15	1	0	0	0	0	0	9	0	2	0	0	6	3	1	0	12	27	0	1	0	0
16	1	0	0	4	1	0	23	5	55	0	36	2	383	1	10	1213	1	0	0	0	0
17	2	2	0	7	2	0	139	39	71	92	29	5	352	7	29	1	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	2	0	0	1	1	0	16	3	6	16	0	0	11	0	5	0	0	0	0	0	0
20	3	1	0	0	0	0	2	0	1	0	0	0	23	3	0	0	0	0	0	0	0
21	2	0	0	0	0	0	0	0	1	280	0	4	90	55	0	0	0	0	0	0	0

High 2036 IP Car Other DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	38	158	28	17	42	20	4	8	16	75	99	65	219	188	9	13	202	9	42	24	13
2	243	678	57	80	160	15	20	5	53	124	247	131	30	120	14	48	89	14	11	44	20
3	43	59	17	38	71	1	3	4	2	21	42	19	7	25	2	8	19	2	14	8	2
4	26	68	45	455	1068	75	15	59	30	10	158	204	49	48	1	46	53	2	52	46	2
5	54	238	76	1075	526	67	6	108	10	20	185	228	118	120	1	26	77	2	31	23	2
6	13	14	5	45	78	34	0	32	0	4	16	120	142	113	1	29	167	2	24	38	2
7	9	18	6	16	5	3	867	240	337	31	32	17	542	30	4	38	654	0	8	0	0
8	5	6	3	44	82	38	224	22	48	3	24	49	403	18	0	12	193	0	7	8	0
9	14	77	4	31	11	0	355	47	734	28	148	14	307	7	1	172	366	0	3	0	0
10	114	118	7	12	27	5	32	4	32	4304	162	218	19	385	0	2	55	1	2	0	6
11	159	284	64	135	206	10	43	22	142	160	333	88	112	40	0	345	183	0	13	23	4
12	85	185	24	268	214	84	7	19	6	197	65	306	421	701	3	8	68	9	8	10	6
13	119	28	5	79	142	158	567	413	277	28	110	381	193	3666	0	228	488	93	1	149	43
14	241	148	24	50	96	122	25	23	7	477	30	690	3697	16574	0	3	80	0	0	1	16
15	16	11	1	1	3	1	4	0	0	0	0	12	0	0	0	3	1	0	0	0	0
16	45	77	15	87	49	38	73	21	236	3	405	17	434	6	3	8291	2	0	0	0	0
17	126	107	14	62	53	156	703	194	332	45	153	50	602	84	3	2	0	0	0	0	0
18	16	11	1	1	2	1	0	0	0	1	0	12	3	0	0	0	0	0	0	0	0
19	37	21	6	55	32	17	11	14	3	3	15	12	0	0	3	0	0	0	0	0	0
20	50	43	11	55	27	37	1	9	1	0	17	6	99	4	0	0	0	0	0	0	0
21	24	17	1	1	4	2	0	0	0	845	2	7	116	24	0	0	0	0	0	0	0

High 2036 IP LGV DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	Grand Total
1	25	51	6	29	21	7	2	8	3	16	32	21	69	63	3	5	90	3	35	9	4	**500**
2	108	62	22	39	65	3	7	1	15	17	67	32	10	23	3	10	30	3	6	12	5	**541**
3	6	19	2	17	20	1	1	1	1	3	12	4	1	10	1	3	4	0	5	3	1	**113**
4	45	34	16	147	352	27	31	14	21	8	35	30	93	17	2	34	44	1	12	17	3	**980**
5	32	62	23	329	94	20	9	6	10	9	33	39	38	36	1	21	24	1	12	11	2	**811**
6	3	3	2	22	23	4	0	6	0	4	2	35	24	26	1	11	34	0	6	12	2	**218**
7	1	7	2	30	6	1	187	79	119	26	15	3	211	2	1	31	352	0	2	0	0	**1074**
8	0	1	0	11	6	16	71	7	26	6	4	4	173	6	0	7	111	0	0	0	0	**449**
9	4	19	1	19	9	0	135	30	239	30	78	2	138	2	0	129	221	0	1	0	0	**1059**
10	27	12	1	12	9	1	28	24	38	2800	84	83	44	274	0	0	112	0	1	0	2	**3554**
11	55	59	16	31	40	2	18	4	64	132	59	11	41	6	0	89	53	0	1	1	0	**682**
12	48	38	5	28	39	19	3	2	1	61	14	54	139	257	1	2	15	0	3	2	3	**734**
13	79	24	2	114	44	28	317	230	129	170	38	133	181	2230	0	39	406	8	0	457	388	**5017**
14	134	22	6	22	29	22	3	18	1	283	7	260	1664	10150	0	1	10	0	0	0	19	**12652**
15	5	2	0	1	1	0	8	0	2	0	0	10	0	0	0	3	9	0	0	0	0	**42**
16	10	9	4	31	21	10	64	12	150	0	138	1	196	1	0	4724	1	0	0	0	0	**5374**
17	97	39	5	35	22	43	424	118	190	76	48	14	599	6	1	1	0	0	0	0	0	**1718**
18	6	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**9**
19	20	19	3	16	10	7	10	2	3	2	1	4	0	0	0	0	0	0	0	0	0	**96**
20	19	8	4	13	9	14	1	0	1	0	1	2	442	0	0	0	0	0	0	0	0	**513**
21	7	3	0	1	2	0	0	0	1	1142	0	7	370	35	0	0	0	0	0	0	0	**1568**

High 2036 IP HGV DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	0	11	0	2	1	0	0	2	0	0	1	3	22	0	0	0	20	0	1	0	0
2	21	0	3	7	2	0	0	0	0	0	0	0	10	0	0	0	3	0	0	0	0
3	0	1	0	2	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
4	1	1	1	13	44	1	2	1	1	0	2	0	5	0	0	2	2	0	1	0	0
5	0	5	2	38	4	0	1	0	1	0	1	4	18	7	0	1	7	0	6	1	0
6	0	0	0	1	0	0	0	0	0	0	0	2	1	1	0	0	1	0	0	0	0
7	3	0	0	3	1	0	22	8	19	3	3	0	33	1	0	5	57	0	0	0	0
8	0	0	0	1	0	0	8	1	2	3	0	0	25	1	0	1	16	0	0	0	0
9	1	0	0	3	2	0	20	3	30	7	12	0	25	0	0	19	38	0	0	0	0
10	0	0	0	2	1	0	4	3	8	454	10	18	9	42	0	0	12	0	0	0	0
11	6	0	0	4	2	0	3	0	11	6	6	0	9	0	0	15	9	0	0	0	0
12	1	5	0	2	1	0	0	0	0	14	0	7	23	45	0	0	2	0	0	0	1
13	12	11	1	5	8	0	54	38	27	63	6	17	29	347	0	10	82	0	0	98	74
14	11	1	0	2	2	0	0	3	0	35	3	58	250	1638	0	4	1	0	0	0	1
15	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	4	0	0	0	0
16	0	0	0	1	1	1	10	1	23	0	24	0	28	2	0	771	0	0	0	0	0
17	17	5	0	3	3	0	66	17	35	6	8	1	114	1	1	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	10	0	1	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	1	0	0	0	0	0	1	99	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	186	0	3	91	19	0	0	0	0	0	0	0

High 2036 PM Car Commuter DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	37	371	47	53	109	27	6	14	20	100	163	121	83	185	10	21	77	9	34	26	13
2	191	864	141	77	265	15	37	9	88	104	377	388	39	157	13	58	92	12	25	45	17
3	14	78	18	38	67	2	15	5	6	17	79	23	4	22	1	17	21	3	7	12	2
4	31	120	75	497	1571	86	65	213	72	36	296	534	195	83	4	114	78	3	40	39	5
5	82	176	68	1060	699	66	25	192	30	54	295	355	143	130	6	57	68	4	29	19	7
6	18	21	8	123	170	45	0	78	3	16	63	272	138	96	3	58	117	4	18	38	3
7	2	21	6	15	10	4	582	440	559	98	149	16	428	27	101	279	782	11	101	23	19
8	9	12	12	83	64	32	256	38	110	49	90	44	945	130	0	107	304	2	19	7	7
9	13	89	5	50	31	0	576	110	930	184	659	27	248	7	23	637	551	5	24	7	12
10	68	169	13	41	65	26	68	25	180	5068	342	431	147	1285	0	3	287	0	145	0	5
11	152	284	111	99	166	17	63	47	304	215	350	132	78	54	1	357	196	4	7	11	7
12	127	131	37	247	519	103	57	77	49	247	145	466	626	1003	30	22	86	23	20	10	44
13	73	62	9	143	344	150	390	812	228	126	252	940	209	5368	3	1357	274	167	2	382	410
14	152	160	43	75	184	89	26	59	9	584	69	910	5131	16933	0	19	69	5	0	117	141
15	4	10	2	3	6	3	33	1	8	0	3	29	0	0	0	85	79	0	0	0	0
16	13	57	47	90	87	41	105	41	321	3	463	35	1201	21	197	9495	1	0	0	0	0
17	87	198	35	96	195	167	1118	445	699	266	485	152	217	95	245	6	1	0	0	0	0
18	4	10	5	3	4	3	60	26	25	0	4	247	562	29	0	0	0	0	0	0	0
19	17	55	57	145	81	16	82	65	40	193	31	18	3	3	374	0	0	0	0	0	0
20	11	34	27	78	53	25	33	40	20	0	40	39	740	386	0	0	0	0	0	0	0
21	7	15	3	5	10	4	5	2	5	1624	9	42	778	361	0	0	0	0	0	0	0

High 2036 PM Car Business DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	6	27	3	5	10	3	0	2	0	7	8	8	1	2	0	1	1	0	1	0	0
2	13	49	5	5	24	2	1	1	3	3	16	23	1	4	0	1	1	0	0	2	1
3	4	5	1	2	4	0	0	0	0	1	3	2	0	1	0	0	0	0	0	1	0
4	2	6	3	23	91	4	3	10	3	1	16	45	7	4	0	2	4	0	1	0	0
5	12	18	4	76	69	5	3	16	3	2	19	32	8	5	0	2	4	0	2	0	0
6	1	0	1	5	13	2	0	3	0	0	3	16	0	1	0	0	1	0	1	0	0
7	0	2	1	4	2	1	40	28	29	15	11	2	173	2	5	41	142	0	25	4	3
8	1	2	1	15	4	0	14	2	8	3	9	3	102	10	0	12	44	0	6	1	1
9	2	5	0	2	1	0	33	7	50	32	34	1	86	0	8	65	75	0	8	2	3
10	4	4	1	4	9	1	6	3	13	588	28	29	38	168	0	0	70	0	18	0	5
11	15	10	13	12	14	1	6	7	19	20	15	11	40	2	0	41	38	1	1	1	0
12	15	12	3	18	48	6	4	8	3	28	8	34	96	70	6	1	9	0	1	0	6
13	1	3	0	9	10	1	236	142	89	164	82	160	32	1826	22	831	517	1	18	64	141
14	3	9	2	5	9	3	0	9	0	189	6	71	1217	2752	2	6	9	0	1	8	74
15	0	0	0	0	1	0	2	0	3	0	1	6	2	1	0	13	13	0	0	0	0
16	3	3	2	3	5	0	28	7	54	0	51	4	467	6	32	1190	1	0	0	0	0
17	2	7	1	9	5	2	214	73	95	182	76	15	586	26	58	2	0	0	0	0	0
18	0	0	0	0	0	0	2	1	1	0	2	5	14	1	0	0	0	0	0	0	0
19	0	2	0	5	4	0	28	8	9	36	1	1	20	2	20	0	0	0	0	0	0
20	0	2	1	1	1	0	3	2	2	0	2	1	42	17	0	0	0	0	0	0	0
21	0	0	0	0	2	0	1	0	1	224	1	5	69	64	0	0	0	0	0	0	0

High 2036 PM Car Other DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	14	113	8	8	21	1	1	5	6	35	47	41	42	135	4	8	30	4	8	12	6
2	60	894	64	53	120	9	28	9	83	82	193	125	15	121	9	42	59	9	4	30	12
3	5	73	12	29	40	0	9	1	4	9	37	15	3	10	1	18	15	3	4	14	1
4	9	61	27	342	725	123	20	72	28	10	132	165	55	35	1	59	41	2	40	40	2
5	18	97	50	838	454	73	6	113	20	23	176	186	79	101	2	53	43	2	19	20	3
6	1	2	1	74	70	38	0	31	1	3	12	103	113	131	0	45	142	1	13	35	1
7	0	27	12	22	6	1	791	377	302	19	57	6	595	11	2	89	718	0	9	1	0
8	2	4	1	155	50	18	201	25	77	5	38	22	457	26	0	26	223	0	2	0	0
9	1	101	6	13	7	0	351	79	706	52	199	6	571	17	1	286	398	0	3	0	1
10	19	75	5	7	17	2	19	6	49	4861	178	220	19	397	0	1	53	0	4	0	8
11	29	265	38	55	59	4	57	44	156	157	289	69	202	82	0	427	206	0	16	11	4
12	20	152	14	157	235	77	16	22	7	259	75	344	528	832	10	15	46	7	10	7	15
13	5	29	1	33	69	78	651	546	463	19	137	463	208	4460	0	402	312	33	1	6	13
14	18	132	8	13	42	71	9	16	4	295	14	549	4079	17939	1	4	28	0	0	1	14
15	1	6	0	0	2	0	1	0	1	0	0	9	0	0	0	4	2	0	0	0	0
16	2	68	13	26	24	27	76	26	227	1	396	10	413	3	7	9385	2	0	0	0	0
17	5	83	8	30	41	83	825	276	394	47	219	48	149	35	6	2	1	0	0	0	0
18	1	7	2	0	1	0	1	1	1	2	0	20	10	1	0	0	0	0	0	0	0
19	2	12	5	19	13	5	12	10	4	6	11	6	1	0	7	0	0	0	0	0	0
20	3	27	6	17	4	10	1	5	1	0	15	9	10	7	0	0	0	0	0	0	0
21	2	11	1	1	3	0	0	0	1	899	3	7	22	26	0	0	0	0	0	0	0

High 2036 PM LGV DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	10	31	7	65	31	0	1	12	3	11	33	53	16	56	2	3	12	2	15	5	2
2	41	54	40	31	69	8	15	5	20	19	83	63	9	33	3	15	25	3	3	10	4
3	3	29	2	13	14	0	3	0	3	3	16	4	0	4	0	8	4	1	0	7	1
4	36	29	25	135	547	28	55	23	42	8	51	54	117	29	1	44	60	0	7	19	1
5	36	83	24	259	80	26	16	11	26	20	65	59	39	56	3	37	20	1	5	15	4
6	4	15	0	42	29	2	0	14	0	2	3	38	28	76	0	14	49	0	5	13	0
7	1	16	7	60	7	0	218	213	167	31	53	3	277	2	0	73	469	0	3	0	0
8	0	2	0	26	8	10	85	10	37	6	12	5	214	10	0	16	141	0	1	0	0
9	0	21	5	71	11	0	172	27	275	72	191	2	138	5	0	256	295	0	1	0	0
10	6	11	2	16	11	3	17	11	55	3497	124	133	39	392	0	0	77	0	1	0	3
11	18	55	12	35	37	3	22	4	84	90	55	17	40	10	0	121	60	0	0	1	0
12	13	40	3	42	45	17	1	4	1	84	19	62	166	318	1	3	7	0	1	1	3
13	24	25	1	213	50	23	375	310	160	76	96	207	224	2899	0	56	421	3	0	315	367
14	54	11	3	26	24	19	1	25	1	268	3	256	2211	12901	0	1	4	0	0	0	15
15	1	2	0	1	2	1	8	0	2	0	0	8	0	0	0	4	3	0	0	0	0
16	1	12	7	44	14	5	80	12	226	0	165	1	269	0	0	5856	1	0	0	0	0
17	31	66	7	79	27	31	600	171	301	44	86	17	708	4	0	1	0	0	0	0	0
18	1	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	29	28	6	11	12	2	14	3	5	1	0	3	0	0	0	0	0	0	0	0	0
20	3	9	7	12	7	6	1	0	1	0	1	2	363	0	0	0	0	0	0	0	0
21	1	3	0	1	3	1	0	0	1	1415	0	7	292	40	0	0	0	0	0	0	0

High 2036 PM HGV DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	0	0	0	2	3	0	0	0	0	1	0	8	2	7	0	0	1	0	0	1	0
2	0	2	2	5	1	0	0	0	1	0	1	0	3	0	0	0	2	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0
4	0	0	0	9	35	1	3	1	1	0	1	2	3	2	0	1	3	0	1	0	0
5	6	10	1	33	4	1	1	2	1	2	4	7	8	3	0	1	4	0	0	1	0
6	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
7	0	0	0	2	0	0	24	9	16	17	2	0	96	2	0	6	55	0	0	0	0
8	0	0	0	1	1	0	8	1	2	1	0	0	51	7	0	1	14	0	0	0	0
9	0	0	0	3	0	0	18	2	30	4	11	0	22	1	0	26	33	0	0	0	0
10	0	0	0	0	1	0	3	0	8	429	10	10	1	30	0	0	5	0	0	0	0
11	0	0	0	1	1	0	4	0	8	4	8	3	3	1	0	13	9	0	0	0	0
12	1	0	0	1	4	0	0	0	0	7	0	5	8	46	0	0	0	0	0	0	0
13	1	5	0	2	12	1	56	37	24	2	6	10	28	327	0	7	64	1	0	0	56
14	3	4	1	2	8	0	0	6	0	22	1	44	228	1550	0	3	0	0	0	0	25
15	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0
16	0	0	0	2	0	0	8	1	26	0	21	0	32	0	0	723	0	0	0	0	0
17	14	5	1	3	5	0	64	18	32	2	9	1	294	1	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	4	0	0	1	5	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	176	0	0	56	36	0	0	0	0	0	0	0

High 2051 AM Car Commuter DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	27	110	6	18	47	13	1	7	4	69	98	44	36	128	4	26	40	3	6	8	5
2	234	865	69	115	298	18	26	6	92	138	259	151	45	360	21	65	226	19	17	74	32
3	60	145	9	101	146	3	10	19	11	29	117	30	12	64	3	41	24	3	14	18	5
4	28	57	40	560	1293	208	18	69	76	26	96	248	129	87	2	170	92	4	126	115	3
5	73	246	49	1843	795	133	5	66	27	78	184	595	153	206	6	141	72	3	25	29	10
6	8	6	2	60	35	49	0	26	0	5	1	66	170	110	1	51	191	3	28	46	2
7	4	33	7	87	21	7	688	523	718	86	78	39	350	14	13	144	1266	82	89	44	8
8	14	10	2	159	209	81	424	41	74	22	26	183	827	74	0	42	489	25	58	42	2
9	6	75	4	96	24	0	653	62	1147	234	371	42	240	7	23	422	928	43	51	35	9
10	114	81	10	44	68	16	118	22	215	6388	239	237	114	576	0	3	275	0	194	0	21
11	164	325	53	307	375	40	228	48	798	452	359	188	186	78	4	600	621	4	40	75	10
12	98	242	34	730	437	212	11	51	15	555	137	549	1027	1150	37	43	115	361	10	18	58
13	66	10	4	262	127	124	496	1023	288	188	73	554	248	7013	0	1266	113	587	0	670	646
14	149	62	24	81	113	131	20	140	9	1164	51	869	6049	21038	0	30	58	27	1	530	390
15	10	7	1	7	7	3	54	0	26	0	8	32	0	0	0	234	212	0	0	0	0
16	24	39	8	117	46	42	328	58	809	3	474	34	1468	25	102	11913	3	0	0	0	0
17	67	49	23	157	60	119	1024	353	701	339	241	70	236	32	103	1	1	0	0	0	0
18	9	7	2	3	3	4	8	3	3	0	7	20	55	5	0	0	0	0	0	0	0
19	22	3	47	52	28	23	146	28	31	175	6	14	0	0	188	0	0	0	0	0	0
20	27	24	7	20	7	27	27	13	6	0	29	11	436	209	0	0	0	0	0	0	0
21	13	9	1	6	7	4	16	3	12	5514	3	56	491	195	0	0	0	0	0	0	0

High 2051 AM Car Business DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	9	5	0	2	7	0	0	1	0	20	32	4	0	8	0	19	0	0	0	0	0
2	9	54	5	2	31	1	1	0	4	5	12	12	1	13	1	5	6	0	0	4	1
3	6	5	1	2	6	0	1	0	1	1	21	1	0	4	0	0	0	0	0	0	0
4	2	3	2	21	103	11	3	18	3	1	17	16	8	4	0	4	6	0	2	2	0
5	7	29	4	88	71	10	1	5	1	5	11	53	4	9	0	5	1	0	0	0	1
6	0	1	0	7	4	2	0	1	0	0	0	4	1	2	0	0	1	0	1	0	0
7	0	3	2	4	3	0	21	17	23	5	6	5	244	0	0	22	197	0	30	2	0
8	1	0	0	4	13	2	11	1	2	1	26	13	133	7	0	5	76	0	9	1	0
9	0	3	1	5	4	0	22	5	50	12	13	5	135	0	2	45	115	0	12	1	1
10	41	3	0	4	8	0	15	3	33	604	27	37	85	219	0	0	221	0	38	0	5
11	21	18	3	10	22	3	10	2	24	18	14	9	88	4	0	44	89	0	1	3	0
12	7	26	7	36	52	11	0	2	0	22	6	36	164	69	4	4	13	0	0	0	4
13	1	1	0	14	12	1	104	69	121	33	21	75	35	1456	2	311	142	0	22	13	17
14	1	7	1	9	11	1	0	8	0	163	0	74	2193	3033	2	10	22	0	1	6	56
15	0	0	0	0	1	0	4	0	5	0	3	10	6	2	0	32	44	0	1	0	0
16	7	1	0	7	6	0	42	10	67	0	55	7	1002	7	10	1185	3	0	0	0	0
17	0	3	0	13	10	1	109	39	123	39	36	16	369	4	4	1	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
19	0	0	1	3	3	1	22	6	21	12	4	2	20	0	1	0	0	0	0	0	0
20	0	2	2	0	0	0	4	1	3	0	1	1	70	8	0	0	0	0	0	0	0
21	0	1	0	1	1	0	2	1	4	295	0	7	138	91	0	0	0	0	0	0	0

High 2051 AM Car Other DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	25	864	17	13	43	7	3	39	10	52	136	54	95	102	4	13	74	4	12	10	6
2	245	1250	57	81	294	24	25	34	91	103	265	162	82	401	13	58	116	14	9	42	18
3	18	85	13	20	117	3	3	59	4	26	140	70	4	32	1	25	11	2	6	8	2
4	15	73	47	282	1335	104	12	134	43	19	240	335	78	55	1	89	49	2	47	52	2
5	32	160	53	836	645	88	4	104	19	48	261	344	113	184	5	63	55	2	16	11	7
6	10	4	1	55	34	31	1	24	0	8	3	48	172	123	2	50	187	3	21	38	3
7	3	18	9	15	4	4	1090	300	307	7	22	19	413	31	0	22	596	0	4	0	0
8	10	12	5	73	119	50	346	32	34	3	29	84	432	23	0	14	202	0	13	9	0
9	7	47	8	16	6	1	333	25	1061	19	86	22	167	15	0	83	271	0	1	0	0
10	105	76	13	14	36	10	18	16	33	3990	159	384	16	267	1	3	49	15	8	0	8
11	133	292	61	179	330	38	53	50	209	159	421	145	112	88	2	409	201	2	19	27	4
12	126	248	25	375	382	164	12	57	11	330	186	599	530	872	11	33	101	109	9	19	18
13	211	42	5	45	192	130	356	255	121	23	87	283	178	2630	0	105	227	141	0	0	0
14	296	80	12	35	143	111	33	45	13	245	130	761	3138	13285	0	2	76	0	0	0	4
15	13	9	2	2	3	3	0	0	0	2	3	26	0	0	0	2	0	0	0	0	0
16	29	57	18	44	40	47	58	19	168	2	385	20	326	7	1	7157	2	0	0	0	0
17	191	59	22	27	99	127	520	141	222	22	110	64	499	70	0	1	1	0	0	0	0
18	13	9	5	2	2	4	0	0	0	2	2	19	0	0	0	0	0	0	0	0	0
19	49	14	31	48	50	27	12	8	3	3	19	20	0	0	0	0	0	0	0	0	0
20	36	33	15	37	15	45	0	3	0	0	16	8	1	0	0	0	0	0	0	0	0
21	16	11	2	2	4	3	0	1	0	718	2	53	2	12	0	0	0	0	0	0	0

High 2051 AM LGV DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	15	42	1	32	19	2	1	1	2	9	26	14	34	29	2	1	52	2	11	6	3
2	57	39	21	50	108	10	5	4	16	13	79	48	19	43	3	19	54	3	11	14	4
3	4	51	2	25	32	2	1	1	2	3	11	6	2	13	1	17	6	1	5	7	1
4	25	37	12	117	405	55	26	22	26	6	31	30	107	13	0	30	39	0	17	14	1
5	35	86	17	537	68	25	10	9	15	23	44	57	33	36	6	30	19	1	9	6	8
6	0	4	0	24	10	2	0	7	0	2	2	13	30	17	1	13	28	0	4	10	1
7	1	14	5	49	7	2	222	143	164	27	22	3	272	1	0	65	439	0	3	0	0
8	0	2	1	22	7	11	117	13	32	3	5	2	200	9	0	12	142	0	1	0	0
9	5	23	3	48	10	1	149	35	364	38	104	3	176	2	0	192	348	0	1	0	0
10	13	16	2	21	11	5	34	18	96	3940	123	110	23	300	0	0	110	0	1	0	3
11	32	81	15	38	57	10	42	9	152	148	69	16	74	10	2	134	112	0	0	1	0
12	21	74	3	59	52	44	3	4	1	102	17	71	238	317	1	4	16	0	1	1	3
13	45	29	1	149	33	21	321	249	199	54	45	172	255	3206	0	52	400	4	1	252	239
14	109	32	3	45	62	27	2	35	4	372	13	383	2167	14650	0	3	7	0	0	0	56
15	2	3	0	1	1	1	12	0	5	0	0	9	0	1	0	5	5	0	0	0	0
16	4	9	4	44	26	17	126	23	342	0	204	1	223	1	1	6701	2	0	0	0	0
17	55	44	5	54	14	35	473	146	281	27	75	7	595	3	0	1	0	0	0	0	0
18	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	9	11	6	10	5	6	11	3	4	1	0	2	0	0	0	0	0	0	0	0	0
20	9	12	3	11	7	13	1	0	1	0	1	1	253	0	0	0	0	0	0	0	0
21	3	4	0	1	1	1	0	0	2	1618	0	7	266	34	0	0	0	0	0	0	0

High 2051 AM HGV DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	6	14	0	4	2	0	0	0	0	0	0	4	16	7	0	0	16	0	0	0	0
2	1	1	0	15	10	16	0	0	1	0	3	3	14	4	0	1	14	0	3	0	0
3	0	0	0	6	3	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0
4	4	3	0	27	96	4	6	3	4	0	3	5	19	4	0	2	6	0	4	1	0
5	4	23	0	120	8	2	3	1	3	0	3	2	15	8	0	1	12	0	4	0	0
6	0	0	0	2	4	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
7	0	0	0	7	2	0	38	15	37	3	6	0	56	0	0	12	105	0	1	0	0
8	0	0	0	3	0	0	15	2	4	3	0	0	45	3	0	1	31	0	0	0	0
9	0	0	0	7	3	0	36	5	66	25	25	0	49	0	0	48	105	0	1	0	0
10	0	0	0	5	1	0	12	4	18	971	26	30	15	64	0	0	18	0	0	0	1
11	0	0	0	7	4	1	17	2	30	14	15	0	21	7	0	33	33	0	0	0	0
12	0	3	0	9	6	0	0	0	0	22	1	11	42	84	0	0	3	0	0	1	2
13	22	20	0	10	14	1	83	64	56	68	11	28	63	762	0	40	123	2	0	98	42
14	15	4	0	12	10	2	0	6	0	71	5	115	515	3641	0	12	2	0	0	0	73
15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	4	0	0	0	0
16	0	0	0	4	4	1	39	6	90	0	46	0	66	10	0	1659	2	0	0	0	0
17	23	15	0	8	9	1	118	34	83	4	19	1	172	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	10	0	3	1	4	0	3	1	1	0	0	1	0	0	0	0	0	0	0	0	0
20	0	0	0	0	1	1	0	0	0	0	0	2	99	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	401	0	7	80	50	0	0	0	0	0	0	0

High 2051 IP Car Commuter DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	23	48	15	14	55	8	1	1	7	44	53	71	37	144	5	12	56	5	11	13	7
2	198	239	36	48	79	5	10	2	22	49	129	66	22	70	7	32	74	7	7	25	10
3	25	29	12	19	43	0	1	0	0	6	13	15	3	10	1	6	9	1	7	5	1
4	29	43	20	279	793	50	10	40	36	8	100	146	49	36	1	72	50	1	28	53	1
5	33	46	42	629	314	51	3	67	11	11	104	178	82	66	2	42	49	2	33	30	2
6	8	1	1	36	22	34	2	20	0	3	5	83	79	44	1	27	103	0	18	29	1
7	3	4	2	8	2	0	207	97	184	31	26	8	118	23	58	45	297	10	32	8	3
8	13	2	2	24	53	11	104	9	28	5	9	33	272	28	0	16	110	2	12	9	1
9	4	19	2	21	3	0	202	23	354	54	147	4	69	4	8	152	199	7	9	5	2
10	128	43	8	14	18	3	25	4	41	1573	84	90	42	301	0	2	73	0	48	0	3
11	144	94	27	87	116	7	37	9	130	88	136	37	34	19	0	166	114	0	13	21	3
12	90	32	8	172	142	77	5	14	5	98	48	157	209	350	11	8	36	65	9	14	27
13	64	17	3	39	53	88	136	258	89	54	42	220	68	1751	0	400	66	134	0	152	442
14	196	19	10	22	58	65	15	18	5	216	19	267	1599	5291	0	9	43	8	0	75	79
15	18	4	0	1	2	1	48	0	3	0	1	8	0	0	0	39	49	0	0	0	0
16	12	26	4	43	14	14	39	9	113	1	130	5	375	14	47	3032	1	0	0	0	0
17	60	44	6	30	31	77	366	113	196	90	97	30	57	63	94	1	0	0	0	0	0
18	17	4	0	1	2	1	13	3	5	0	1	59	93	12	0	0	0	0	0	0	0
19	26	10	4	23	26	9	34	9	11	61	5	5	0	0	119	0	0	0	0	0	0
20	56	16	4	26	10	18	9	6	4	0	9	3	158	116	0	0	0	0	0	0	0
21	24	5	0	2	3	1	2	1	2	830	1	16	371	110	0	0	0	0	0	0	0

High 2051 IP Car Business DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	62	18	4	33	43	4	1	1	0	27	12	34	5	24	1	1	4	0	1	1	1
2	34	18	2	4	8	0	2	0	1	3	14	4	0	4	0	1	3	0	0	1	0
3	7	2	0	1	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
4	13	10	1	18	83	3	8	4	7	2	6	11	12	5	0	6	14	0	1	1	0
5	30	6	4	97	67	3	4	8	4	2	10	41	8	6	0	4	7	0	1	0	0
6	4	0	0	3	3	2	0	0	0	0	1	4	1	1	0	0	2	0	1	0	0
7	0	0	0	4	1	0	43	18	28	9	4	2	156	1	4	17	148	0	16	2	1
8	3	0	0	2	7	0	16	2	5	1	1	3	84	4	0	4	43	0	4	1	0
9	0	1	0	5	2	0	37	8	55	14	10	2	98	0	6	41	85	0	6	1	1
10	10	2	0	4	5	0	15	2	23	768	34	35	48	179	0	0	102	0	17	0	4
11	22	7	1	5	12	0	7	2	18	25	11	5	42	0	0	34	41	0	1	1	0
12	13	3	1	39	36	4	0	1	0	28	5	37	74	68	3	1	4	0	0	1	5
13	2	1	0	15	6	0	148	83	104	155	39	69	46	1212	18	377	350	0	11	24	108
14	5	2	0	2	3	2	0	5	0	199	0	76	1156	3081	1	2	8	0	0	3	64
15	1	0	0	0	0	0	9	0	2	0	0	7	3	1	0	14	29	0	1	0	0
16	1	1	0	5	2	0	25	5	60	0	40	2	420	2	11	1333	2	0	0	0	0
17	2	3	0	7	3	0	153	43	78	101	32	5	387	8	32	1	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	3	0	0	1	1	0	17	4	6	18	0	0	12	0	5	0	0	0	0	0	0
20	3	1	0	0	0	0	2	0	1	0	0	0	25	4	0	0	0	0	0	0	0
21	2	0	0	0	0	0	1	0	1	307	0	4	99	60	0	0	0	0	0	0	0

High 2051 IP Car Other DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	42	174	31	19	46	21	5	9	18	82	108	71	240	206	10	15	222	10	46	26	14
2	265	746	63	86	174	16	22	5	58	136	271	144	33	132	16	52	98	15	13	48	22
3	47	65	19	41	78	2	3	5	2	23	46	20	8	28	2	9	21	2	15	9	2
4	28	74	49	500	1172	82	17	64	32	11	172	222	53	52	1	50	58	2	57	50	2
5	59	253	84	1181	576	74	6	117	11	22	202	250	130	132	2	29	85	2	34	25	2
6	14	15	6	49	86	38	0	35	0	4	17	132	156	124	1	32	183	2	26	42	2
7	10	20	7	18	5	3	952	263	370	34	35	18	595	33	5	42	719	0	9	0	0
8	5	7	3	48	89	41	246	24	52	4	26	54	443	19	0	13	212	0	8	9	0
9	15	85	4	33	13	0	389	52	807	31	162	15	337	8	1	189	402	0	3	0	0
10	125	130	7	14	30	5	35	5	35	4725	178	238	21	422	0	2	60	1	2	0	6
11	175	312	71	148	224	11	48	24	156	175	365	96	123	43	0	379	201	0	14	25	4
12	94	203	26	293	234	92	8	21	7	216	71	335	462	768	3	8	75	9	9	11	6
13	130	31	5	86	156	173	623	454	304	31	121	418	212	4027	0	251	536	102	1	163	47
14	264	162	27	55	105	134	28	25	7	524	33	756	4061	18206	0	4	88	0	0	1	18
15	17	12	1	1	3	1	4	0	0	0	0	13	0	0	0	3	1	0	0	0	0
16	49	84	16	96	53	41	80	23	259	3	445	19	476	6	4	9107	2	0	0	0	0
17	138	118	15	69	58	172	772	213	365	49	168	55	661	92	4	2	1	0	0	0	0
18	17	12	1	1	2	1	1	0	0	1	1	13	4	0	0	0	0	0	0	0	0
19	40	23	7	61	35	18	12	15	4	3	17	13	0	0	3	0	0	0	0	0	0
20	55	47	12	61	30	41	1	10	1	0	18	6	109	4	0	0	0	0	0	0	0
21	27	18	1	1	5	2	0	0	1	929	2	8	128	26	0	0	0	0	0	0	0

High 2051 IP LGV DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	25	51	6	29	21	7	2	8	3	16	32	21	69	63	3	5	90	3	35	9	4
2	108	62	22	39	65	3	7	1	15	17	67	32	10	23	3	10	30	3	6	12	5
3	6	19	2	17	20	1	1	1	1	3	12	4	1	10	1	3	4	0	5	3	1
4	45	34	16	147	352	27	31	14	21	8	35	30	93	17	2	34	44	1	12	17	3
5	32	62	23	329	94	20	9	6	10	9	33	39	38	36	1	21	24	1	12	11	2
6	3	3	2	22	23	4	0	6	0	4	2	35	24	26	1	11	34	0	6	12	2
7	1	7	2	30	6	1	187	79	119	26	15	3	211	2	1	31	352	0	2	0	0
8	0	1	0	11	6	16	71	7	26	6	4	4	173	6	0	7	111	0	0	0	0
9	4	19	1	19	9	0	135	30	239	30	78	2	138	2	0	129	221	0	1	0	0
10	27	12	1	12	9	1	28	24	38	2800	84	83	44	274	0	0	112	0	1	0	2
11	55	59	16	31	40	2	18	4	64	132	59	11	41	6	0	89	53	0	1	1	0
12	48	38	5	28	39	19	3	2	1	61	14	54	139	257	1	2	15	0	3	2	3
13	79	24	2	114	44	28	317	230	129	170	38	133	181	2230	0	39	406	8	0	457	388
14	134	22	6	22	29	22	3	18	1	283	7	260	1664	10150	0	1	10	0	0	0	19
15	5	2	0	1	1	0	8	0	2	0	0	10	0	0	0	3	9	0	0	0	0
16	10	9	4	31	21	10	64	12	150	0	138	1	196	1	0	4724	1	0	0	0	0
17	97	39	5	35	22	43	424	118	190	76	48	14	599	6	1	1	0	0	0	0	0
18	6	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	20	19	3	16	10	7	10	2	3	2	1	4	0	0	0	0	0	0	0	0	0
20	19	8	4	13	9	14	1	0	1	0	1	2	442	0	0	0	0	0	0	0	0
21	7	3	0	1	2	0	0	0	1	1142	0	7	370	35	0	0	0	0	0	0	0

High 2051 IP HGV DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	0	11	0	2	1	0	0	2	0	0	1	3	22	0	0	0	20	0	1	0	0
2	21	0	3	7	2	0	0	0	0	0	0	0	10	0	0	0	3	0	0	0	0
3	0	1	0	2	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
4	1	1	1	13	44	1	2	1	1	0	2	0	5	0	0	2	2	0	1	0	0
5	0	5	2	38	4	0	1	0	1	0	1	4	18	7	0	1	7	0	6	1	0
6	0	0	0	1	0	0	0	0	0	0	0	2	1	1	0	0	1	0	0	0	0
7	3	0	0	3	1	0	22	8	19	3	3	0	33	1	0	5	57	0	0	0	0
8	0	0	0	1	0	0	8	1	2	3	0	0	25	1	0	1	16	0	0	0	0
9	1	0	0	3	2	0	20	3	30	7	12	0	25	0	0	19	38	0	0	0	0
10	0	0	0	2	1	0	4	3	8	454	10	18	9	42	0	0	12	0	0	0	0
11	6	0	0	4	2	0	3	0	11	6	6	0	9	0	0	15	9	0	0	0	0
12	1	5	0	2	1	0	0	0	0	14	0	7	23	45	0	0	2	0	0	0	1
13	12	11	1	5	8	0	54	38	27	63	6	17	29	347	0	10	82	0	0	98	74
14	11	1	0	2	2	0	0	3	0	35	3	58	250	1638	0	4	1	0	0	0	1
15	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	4	0	0	0	0
16	0	0	0	1	1	1	10	1	23	0	24	0	28	2	0	771	0	0	0	0	0
17	17	5	0	3	3	0	66	17	35	6	8	1	114	1	1	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	10	0	1	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	1	0	0	0	0	0	1	99	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	186	0	3	91	19	0	0	0	0	0	0	0

High 2051 PM Car Commuter DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	40	405	51	58	119	29	6	15	22	109	177	132	90	201	11	23	84	10	37	29	14
2	208	942	154	83	289	16	41	10	96	114	410	422	42	171	15	63	100	13	27	49	19
3	16	85	19	41	73	2	16	5	7	19	86	25	4	24	2	18	23	3	7	14	2
4	34	131	81	542	1712	93	71	233	78	39	322	582	212	91	4	124	85	4	43	43	5
5	89	192	74	1155	763	72	27	210	33	59	322	387	155	142	6	62	74	5	32	21	7
6	20	23	9	134	185	50	0	85	4	17	69	297	150	104	3	63	127	4	20	41	4
7	3	23	7	17	11	4	635	480	609	107	162	17	466	29	110	304	852	12	110	25	21
8	10	13	13	91	70	35	279	41	120	54	98	48	1030	142	0	117	332	2	21	7	8
9	14	97	6	55	34	0	628	120	1014	200	718	29	270	8	25	695	600	5	26	8	13
10	74	184	15	45	71	28	74	28	196	5524	372	470	160	1401	0	3	313	0	158	0	6
11	165	309	121	108	181	18	69	51	331	234	381	144	85	58	2	389	214	4	8	12	7
12	139	143	41	269	565	113	62	84	54	269	158	509	682	1093	33	24	94	26	22	11	48
13	79	68	10	156	375	164	425	885	248	138	275	1025	228	5851	4	1479	299	182	2	416	446
14	165	175	46	82	200	97	29	65	9	637	75	991	5593	18458	0	20	76	5	0	127	154
15	5	11	2	3	7	3	36	1	9	0	3	31	0	0	0	92	86	0	0	0	0
16	14	62	51	98	95	44	114	44	350	3	505	38	1309	23	214	10349	1	0	0	0	0
17	95	216	39	105	213	182	1219	485	762	289	529	165	236	103	267	7	1	0	0	0	0
18	5	11	5	3	4	3	65	28	28	0	4	269	613	32	0	0	0	0	0	0	0
19	19	60	62	158	88	18	90	70	44	210	34	20	3	3	407	0	0	0	0	0	0
20	11	37	29	85	58	28	35	43	22	0	44	42	806	421	0	0	0	0	0	0	0
21	7	17	3	5	10	4	5	3	6	1770	9	46	848	393	0	0	0	0	0	0	0

High 2051 PM Car Business DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	6	29	3	6	10	4	0	2	0	7	9	8	1	2	0	1	1	0	1	0	0
2	14	53	6	6	26	2	1	1	3	3	18	25	1	5	0	1	2	0	0	2	1
3	4	6	1	2	5	0	0	0	0	1	3	2	0	1	0	0	0	0	0	1	0
4	2	7	4	26	99	5	4	11	3	1	17	49	8	4	0	2	5	0	1	0	0
5	13	20	4	83	75	5	4	18	3	2	21	35	9	5	0	2	5	0	2	0	0
6	1	1	1	5	14	2	0	4	0	0	3	18	0	1	0	0	1	0	1	0	0
7	0	3	1	5	3	1	43	31	32	16	12	2	188	2	6	45	155	0	28	4	3
8	1	2	1	16	4	0	16	2	9	4	10	3	111	11	0	13	48	0	6	1	1
9	2	5	1	2	1	0	36	8	55	35	37	1	94	0	8	70	82	0	9	2	4
10	5	4	1	4	10	1	6	3	14	641	30	32	41	183	0	0	76	0	20	0	5
11	16	11	14	13	16	1	7	8	20	22	16	12	43	2	0	45	41	1	1	1	0
12	16	13	4	19	52	6	5	9	4	31	9	37	105	77	6	1	9	0	1	0	7
13	1	3	0	9	11	1	257	155	97	179	90	175	35	1990	24	906	564	1	19	70	154
14	3	10	2	5	10	3	0	10	0	206	7	77	1326	2999	2	6	10	0	1	8	80
15	0	0	0	0	1	0	2	0	3	0	1	6	2	1	0	14	15	0	1	0	0
16	4	3	2	3	6	0	31	8	59	0	56	5	509	6	35	1297	2	0	0	0	0
17	2	8	1	10	6	2	234	80	104	198	83	17	638	28	63	2	0	0	0	0	0
18	0	0	0	0	0	0	2	1	1	0	2	6	16	1	0	0	0	0	0	0	0
19	0	2	0	5	5	1	31	9	10	39	1	1	22	2	21	0	0	0	0	0	0
20	1	2	1	1	1	0	3	2	2	0	2	2	46	19	0	0	0	0	0	0	0
21	0	1	0	0	2	0	1	0	1	244	1	5	76	70	0	0	0	0	0	0	0

High 2051 PM Car Other DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	15	123	9	9	23	1	1	5	7	39	51	45	46	147	5	8	33	4	9	13	6
2	66	971	70	56	131	10	30	10	87	89	208	136	16	131	10	45	64	10	4	33	13
3	6	79	13	32	43	0	10	1	4	10	40	17	3	11	1	20	16	3	5	15	1
4	9	65	29	373	789	134	22	78	31	11	142	179	60	39	1	65	45	2	43	44	2
5	19	104	54	910	493	80	6	123	22	25	190	202	86	110	2	57	47	2	21	22	3
6	1	2	1	81	76	42	0	33	1	3	13	112	124	143	1	49	155	1	14	38	1
7	0	30	13	24	7	1	863	411	329	20	62	6	649	12	2	97	782	0	10	1	0
8	2	5	1	167	54	20	219	27	84	5	41	24	499	28	0	28	243	0	2	0	0
9	1	110	7	14	8	0	382	86	769	56	217	6	623	18	1	312	434	0	3	0	1
10	20	82	6	8	19	3	21	6	54	5293	194	238	20	431	0	1	57	0	4	0	9
11	31	286	41	59	63	4	62	48	169	171	315	75	220	89	0	465	225	1	18	12	5
12	21	165	15	167	255	84	17	24	8	279	80	373	575	898	10	16	50	7	11	7	16
13	5	31	2	36	75	85	710	595	505	21	149	502	227	4862	0	438	340	36	1	7	14
14	19	143	9	14	46	77	10	17	4	322	15	596	4446	19554	1	4	30	0	0	2	15
15	1	7	1	0	2	0	1	0	1	0	0	10	0	1	0	4	2	0	0	0	0
16	3	73	14	29	26	30	83	28	247	1	431	11	450	3	7	10230	2	0	0	0	0
17	5	90	9	33	45	91	899	301	429	51	238	51	163	38	6	3	1	0	0	0	0
18	1	7	3	0	1	0	2	1	1	2	0	21	11	1	0	0	0	0	0	0	0
19	2	13	5	20	14	6	13	11	4	6	11	7	1	0	8	0	0	0	0	0	0
20	3	29	7	18	5	11	1	6	1	0	16	9	11	8	0	0	0	0	0	0	0
21	2	12	1	1	3	0	0	0	1	980	3	7	24	28	0	0	0	0	0	0	0

High 2051 PM LGV DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	10	31	7	65	31	0	1	12	3	11	33	53	16	56	2	3	12	2	15	5	2
2	41	54	40	31	69	8	15	5	20	19	83	63	9	33	3	15	25	3	3	10	4
3	3	29	2	13	14	0	3	0	3	3	16	4	0	4	0	8	4	1	0	7	1
4	36	29	25	135	547	28	55	23	42	8	51	54	117	29	1	44	60	0	7	19	1
5	36	83	24	259	80	26	16	11	26	20	65	59	39	56	3	37	20	1	5	15	4
6	4	15	0	42	29	2	0	14	0	2	3	38	28	76	0	14	49	0	5	13	0
7	1	16	7	60	7	0	218	213	167	31	53	3	277	2	0	73	469	0	3	0	0
8	0	2	0	26	8	10	85	10	37	6	12	5	214	10	0	16	141	0	1	0	0
9	0	21	5	71	11	0	172	27	275	72	191	2	138	5	0	256	295	0	1	0	0
10	6	11	2	16	11	3	17	11	55	3497	124	133	39	392	0	0	77	0	1	0	3
11	18	55	12	35	37	3	22	4	84	90	55	17	40	10	0	121	60	0	0	1	0
12	13	40	3	42	45	17	1	4	1	84	19	62	166	318	1	3	7	0	1	1	3
13	24	25	1	213	50	23	375	310	160	76	96	207	224	2899	0	56	421	3	0	315	367
14	54	11	3	26	24	19	1	25	1	268	3	256	2211	12901	0	1	4	0	0	0	15
15	1	2	0	1	2	1	8	0	2	0	0	8	0	0	0	4	3	0	0	0	0
16	1	12	7	44	14	5	80	12	226	0	165	1	269	0	0	5856	1	0	0	0	0
17	31	66	7	79	27	31	600	171	301	44	86	17	708	4	0	1	0	0	0	0	0
18	1	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	29	28	6	11	12	2	14	3	5	1	0	3	0	0	0	0	0	0	0	0	0
20	3	9	7	12	7	6	1	0	1	0	1	2	363	0	0	0	0	0	0	0	0
21	1	3	0	1	3	1	0	0	1	1415	0	7	292	40	0	0	0	0	0	0	0

High 2051 PM HGV DS

Sectors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	0	0	0	2	3	0	0	0	0	1	0	8	2	7	0	0	1	0	0	1	0
2	0	2	2	5	1	0	0	0	1	0	1	0	3	0	0	0	2	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0
4	0	0	0	9	35	1	3	1	1	0	1	2	3	2	0	1	3	0	1	0	0
5	6	10	1	33	4	1	1	2	1	2	4	7	8	3	0	1	4	0	0	1	0
6	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
7	0	0	0	2	0	0	24	9	16	17	2	0	96	2	0	6	55	0	0	0	0
8	0	0	0	1	1	0	8	1	2	1	0	0	51	7	0	1	14	0	0	0	0
9	0	0	0	3	0	0	18	2	30	4	11	0	22	1	0	26	33	0	0	0	0
10	0	0	0	0	1	0	3	0	8	429	10	10	1	30	0	0	5	0	0	0	0
11	0	0	0	1	1	0	4	0	8	4	8	3	3	1	0	13	9	0	0	0	0
12	1	0	0	1	4	0	0	0	0	7	0	5	8	46	0	0	0	0	0	0	0
13	1	5	0	2	12	1	56	37	24	2	6	10	28	327	0	7	64	1	0	0	56
14	3	4	1	2	8	0	0	6	0	22	1	44	228	1550	0	3	0	0	0	0	25
15	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0
16	0	0	0	2	0	0	8	1	26	0	21	0	32	0	0	723	0	0	0	0	0
17	14	5	1	3	5	0	64	18	32	2	9	1	294	1	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	4	0	0	1	5	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	176	0	0	56	36	0	0	0	0	0	0	0

Appendix G. Convergence Statistics

Convergence Statistics for NTEM Growth Forecast Models – Do Minimum

2021						2036						2051					
Last four runs	Stat 1	Stat 2	Stat 3	Total queues on links	Final % GAP value	Last four runs	Stat 1	Stat 2	Stat 3	Total queues on links	Final % GAP value	Last four runs	Stat 1	Stat 2	Stat 3	Total queues on links	Final % GAP value
Do-Minimum - Morning (AM)																	
23	0.9735	0.9973	0.9553	69.9	0.0004	63	0.9725	0.9982	0.9716	954.0	0.0010	42	0.9360	0.9874	0.9450	1474.8	0.0013
24	0.9603	0.9991	0.9594	403.4	0.0004	64	0.9811	0.9977	0.9707	1043.9	0.0010	43	0.9279	0.9874	0.9369	1449.7	0.0014
25	0.9804	0.9986	0.9776	158.8	0.0004	65	0.9775	0.9973	0.9716	1017.4	0.0009	44	0.9463	0.9914	0.9509	1427.5	0.0013
26	0.9890	1.0000	0.9836	122.2	0.0004	66	0.9829	1.0000	0.9811	1053.9	0.0009	45	0.9644	0.9937	0.9644	1403.0	0.0014
Do-Minimum - Inter-peak (IP)																	
5	0.9785	0.9945	0.9735	6.9	0.0001	8	0.9824	0.9955	0.9856	6.7	0.0001	8	0.9711	0.9955	0.9680	6.7	0.0002
6	0.9790	0.9904	0.9863	9.2	0.0001	9	0.9797	0.9964	0.9883	6.7	0.0001	9	0.9788	0.9968	0.9761	6.7	0.0002
7	0.9854	0.9945	0.9918	6.7	0.0001	10	0.9856	0.9977	0.9941	6.7	0.0001	10	0.9838	0.9982	0.9766	6.7	0.0002
8	0.9913	0.9973	0.9945	7.4	0.0001	11	0.9901	0.9986	0.9932	6.7	0.0001	11	0.9910	0.9991	0.9910	6.7	0.0002
Do-Minimum - Evening (PM)																	
11	0.9753	0.9954	0.9753	291.5	0.0005	29	0.9626	0.9973	0.9806	426.5	0.0007	51	0.9752	0.9977	0.9707	795.9	0.0011
12	0.9685	0.9963	0.9735	251.8	0.0004	30	0.9743	0.9968	0.9820	474.2	0.0008	52	0.9743	0.9973	0.9702	803.0	0.0012
13	0.9795	0.9991	0.9826	227.0	0.0005	31	0.9729	0.9959	0.9752	474.2	0.0009	53	0.9815	1.0000	0.9779	846.7	0.0012
14	0.9804	0.9991	0.9877	213.7	0.0004	32	0.9802	0.9991	0.9842	443.2	0.0008	54	0.9860	0.9982	0.9824	787.5	0.0011

Convergence Statistics for NTEM Growth Forecast Models – Do Something

2021						2036						2051					
Last four runs	Stat 1	Stat 2	Stat 3	Total queues on links	Final % GAP value	Last four runs	Stat 1	Stat 2	Stat 3	Total queues on links	Final % GAP value	Last four runs	Stat 1	Stat 2	Stat 3	Total queues on links	Final % GAP value
Do-Something - Morning (AM)																	
118	0.8727	0.9785	0.9157	301.3	0.0004	57	0.9745	0.9986	0.9768	861.7	0.0008	34	0.8907	0.9791	0.9203	1769.5	0.0015
119	0.9391	0.9940	0.9414	134.4	0.0004	58	0.9731	0.9995	0.9727	890.6	0.0009	35	0.9372	0.9945	0.9285	1705.3	0.0017
120	0.9803	0.9982	0.9666	101.0	0.0004	59	0.9745	0.9986	0.9704	813.2	0.0008	36	0.9690	0.9964	0.9586	1508.2	0.0016
121	0.9876	0.9995	0.9826	50.0	0.0004	60	0.9809	0.9995	0.9822	881.2	0.0008	37	0.9690	0.9968	0.9640	1502.9	0.0015
Do-Something - Inter-peak (IP)																	
7	0.9844	0.9940	0.9922	6.7	0.0001	9	0.9886	0.9986	0.9709	83.8	0.0002	13	0.9904	0.9977	0.9900	77.8	0.0002
8	0.9826	0.9963	0.9936	6.7	0.0001	10	0.9713	0.9977	0.9827	78.0	0.0002	14	0.9900	0.9991	0.9927	75.9	0.0002
9	0.9881	0.9982	0.9950	6.7	0.0001	11	0.9891	0.9982	0.9845	74.8	0.0002	15	0.9900	0.9968	0.9941	74.3	0.0003
10	0.9927	0.9977	0.9950	6.7	0.0001	12	0.9918	0.9982	0.9941	73.3	0.0002	16	0.9923	0.9982	0.9964	72.8	0.0002
Do-Something - Evening (PM)																	
14	0.9908	1.0000	0.9867	67.0	0.0005	37	0.9832	0.9954	0.9713	413.2	0.0008	47	0.9768	0.9959	0.9740	652.7	0.0015
15	0.9776	0.9991	0.9890	55.2	0.0004	38	0.9786	0.9982	0.9804	425.8	0.0008	48	0.9763	0.9959	0.9745	617.1	0.0012
16	0.9831	0.9973	0.9908	69.8	0.0005	39	0.9827	0.9977	0.9836	405.0	0.0008	49	0.9809	0.9995	0.9795	644.4	0.0012
17	0.9931	1.0000	0.9950	60.7	0.0005	40	0.9900	0.9964	0.9854	413.9	0.0007	50	0.9813	0.9982	0.9841	618.0	0.0014

Convergence Statistics for Medium Growth Forecast Models – Do Minimum

2021						2036						2051					
Last four runs	Stat 1	Stat 2	Stat 3	Total queues on links	Final % GAP value	Last four runs	Stat 1	Stat 2	Stat 3	Total queues on links	Final % GAP value	Last four runs	Stat 1	Stat 2	Stat 3	Total queues on links	Final % GAP value
Do-Minimum - Morning (AM)																	
110	0.9159	0.9946	0.9353	371.9	0.0005	104	0.9371	0.9924	0.9412	1821.5	0.0012	24	0.9097	0.9928	0.9021	2964.8	0.0019
111	0.9688	0.9977	0.9611	224.2	0.0005	105	0.9228	0.9919	0.9344	1832.0	0.0013	25	0.8801	0.9951	0.8954	2946.2	0.0018
112	0.9819	0.9982	0.9720	143.0	0.0005	106	0.9282	0.9874	0.9421	1782.0	0.0013	26	0.9026	0.9933	0.9142	3037.4	0.0018
113	0.9819	0.9986	0.9801	132.2	0.0005	107	0.9533	0.9937	0.9533	1730.1	0.0012	27	0.9147	0.9919	0.9138	2904.4	0.0019
Do-Minimum - Inter-peak (IP)																	
4	0.9398	0.9860	0.9050	6.7	0.0001	8	0.9852	0.9951	0.9933	6.7	0.0002	7	0.9744	0.9942	0.9704	67.1	0.0002
5	0.9661	0.9891	0.9769	9.7	0.0001	9	0.9874	0.9964	0.9937	6.7	0.0002	8	0.9825	0.9964	0.9749	63.3	0.0002
6	0.9824	0.9946	0.9905	8.4	0.0001	10	0.9879	0.9982	0.9942	6.7	0.0002	9	0.9928	0.9991	0.9843	57.3	0.0002
7	0.9950	0.9991	0.9950	8.3	0.0001	11	0.9937	0.9996	0.9991	6.7	0.0002	10	0.9928	0.9996	0.9915	43.2	0.0002
Do-Minimum - Evening (PM)																	
16	0.9829	0.9996	0.9901	46.6	0.0002	42	0.9560	0.9978	0.9668	1042.5	0.0010	48	0.9672	0.9982	0.9551	1529.9	0.0034
17	0.9829	0.9982	0.9937	50.1	0.0002	43	0.9767	1.0000	0.9699	1008.5	0.0010	49	0.9533	0.9969	0.9457	1530.3	0.0016
18	0.9852	0.9982	0.9928	53.7	0.0002	44	0.9753	0.9955	0.9605	967.8	0.0010	50	0.9555	0.9951	0.9546	1669.6	0.0043
19	0.9901	0.9987	0.9964	51.0	0.0002	45	0.9713	0.9960	0.9753	1005.1	0.0009	51	0.9609	0.9951	0.9650	1657.0	0.0024

Convergence Statistics for Medium Growth Forecast Models – Do Something

2021						2036						2051					
Last four runs	Stat 1	Stat 2	Stat 3	Total queues on links	Final % GAP value	Last four runs	Stat 1	Stat 2	Stat 3	Total queues on links	Final % GAP value	Last four runs	Stat 1	Stat 2	Stat 3	Total queues on links	Final % GAP value
Do-Something - Morning (AM)																	
32	0.9792	0.9973	0.9728	180.7	0.0005	111	0.9430	0.9964	0.9385	2097.8	0.0014	47	0.9154	0.9928	0.9186	2690.5	0.0019
33	0.9814	0.9986	0.9746	165.7	0.0005	112	0.9512	0.9923	0.9376	2053.2	0.0015	48	0.8964	0.9910	0.9109	2520.6	0.0021
34	0.9705	0.9937	0.9742	192.8	0.0005	113	0.9480	0.9946	0.9389	2031.7	0.0013	49	0.9258	0.9955	0.9349	2527.5	0.0021
35	0.9837	0.9959	0.9819	188.9	0.0005	114	0.9557	0.9964	0.9566	1985.0	0.0016	50	0.9367	0.9937	0.9439	2647.5	0.0023
Do-Something - Inter-peak (IP)																	
4	0.9497	0.9864	0.9048	6.7	0.0001	11	0.9806	0.9982	0.9815	84.4	0.0002	13	0.9683	0.9964	0.9706	119.3	0.0002
5	0.9456	0.9860	0.9687	6.7	0.0001	12	0.9801	0.9968	0.9819	79.5	0.0002	14	0.9765	0.9946	0.9751	108.5	0.0003
6	0.9755	0.9959	0.9909	6.7	0.0001	13	0.9806	0.9959	0.9882	81.3	0.0002	15	0.9878	0.9964	0.9891	97.6	0.0003
7	0.9937	0.9973	0.9941	6.7	0.0001	14	0.9923	0.9991	0.9941	76.8	0.0002	16	0.9905	0.9995	0.9946	101.1	0.0003
Do-Something - Evening (PM)																	
10	0.9769	0.9991	0.9719	240.2	0.0005	27	0.9652	0.9986	0.9706	828.9	0.0011	72	0.9204	0.9946	0.9276	1603.4	0.0017
11	0.9502	0.9928	0.9565	169.3	0.0005	28	0.9643	0.9977	0.9656	819.6	0.0010	73	0.9530	0.9986	0.9525	1567.6	0.0018
12	0.9393	0.9928	0.9642	148.4	0.0005	29	0.9670	0.9968	0.9629	807.5	0.0011	74	0.9521	0.9950	0.9480	1398.5	0.0016
13	0.9864	0.9986	0.9814	114.1	0.0006	30	0.9711	0.9977	0.9715	878.8	0.0011	75	0.9711	0.9955	0.9629	1440.1	0.0017

Convergence Statistics for High Growth Forecast Models – Do Minimum

2021						2036						2051					
Last four runs	Stat 1	Stat 2	Stat 3	Total queues on links	Final % GAP value	Last four runs	Stat 1	Stat 2	Stat 3	Total queues on links	Final % GAP value	Last four runs	Stat 1	Stat 2	Stat 3	Total queues on links	Final % GAP value
Do-Minimum - Morning (AM)																	
18	0.9032	0.9919	0.9199	553.2	0.0005	104	0.8666	0.9874	0.8761	3302.1	0.0019	119	0.7427	0.9511	0.7845	5800.8	0.0026
19	0.9575	0.9977	0.9462	382.9	0.0004	105	0.8864	0.9928	0.9097	3326.0	0.0019	120	0.8110	0.9749	0.8199	5624.4	0.0027
20	0.9670	0.9977	0.9697	289.5	0.0004	106	0.9030	0.9892	0.9017	3053.3	0.0019	121	0.8357	0.9852	0.8621	5569.5	0.0029
21	0.9706	0.9995	0.9733	276.7	0.0005	107	0.9102	0.9906	0.9286	3033.7	0.0018	122	0.8738	0.9910	0.8797	5527.3	0.0031
Do-Minimum - Inter-peak (IP)																	
4	0.9602	0.9851	0.9005	6.7	0.0001	9	0.9780	0.9933	0.9753	135.4	0.0002	14	0.9816	0.9987	0.9906	112.8	0.0002
5	0.9602	0.9882	0.9733	7.3	0.0001	10	0.9771	0.9969	0.9811	120.5	0.0002	15	0.9888	1.0000	0.9933	110.8	0.0002
6	0.9815	0.9937	0.9896	8.3	0.0001	11	0.9847	0.9987	0.9915	114.0	0.0002	16	0.9897	0.9996	0.9942	110.9	0.0002
7	0.9919	0.9986	0.9959	8.0	0.0001	12	0.9910	0.9991	0.9982	96.0	0.0002	17	0.9901	1.0000	0.9978	108.1	0.0002
Do-Minimum - Evening (PM)																	
11	0.9561	0.9946	0.9512	355.4	0.0004	46	0.9479	0.9960	0.9533	1489.2	0.0013	43	0.9304	0.9937	0.9403	2319.6	0.0022
12	0.9602	0.9968	0.9597	328.1	0.0005	47	0.9520	0.9996	0.9623	1512.6	0.0012	44	0.9340	0.9951	0.9403	2296.6	0.0018
13	0.9715	0.9977	0.9824	298.1	0.0004	48	0.9623	0.9969	0.9659	1486.9	0.0012	45	0.9466	0.9991	0.9317	2226.0	0.0017
14	0.9824	0.9982	0.9837	258.5	0.0005	49	0.9713	0.9973	0.9704	1464.2	0.0014	46	0.9515	0.9955	0.9515	2421.2	0.0019

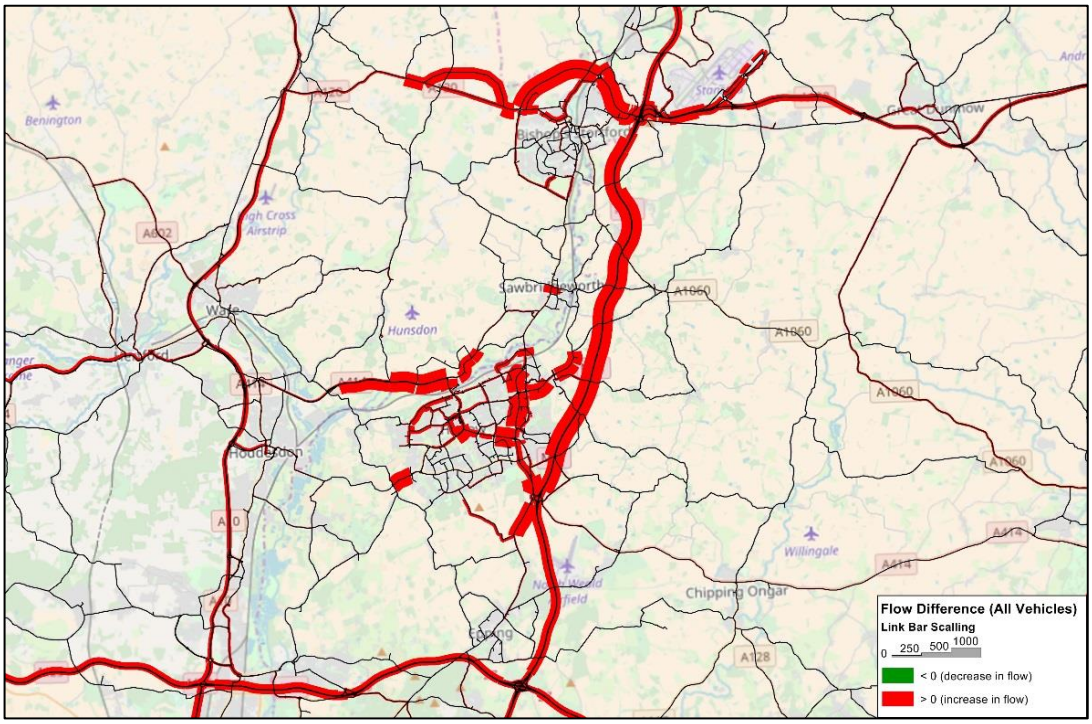
Convergence Statistics for High Growth Forecast Models – Do Something

2021						2036						2051					
Last four runs	Stat 1	Stat 2	Stat 3	Total queues on links	Final % GAP value	Last four runs	Stat 1	Stat 2	Stat 3	Total queues on links	Final % GAP value	Last four runs	Stat 1	Stat 2	Stat 3	Total queues on links	Final % GAP value
Do-Something - Morning (AM)																	
15	0.9570	0.9977	0.9628	410.2	0.0005	114	0.8937	0.9824	0.8792	3159.6	0.0017	64	0.7987	0.9778	0.8372	4694.6	0.0028
16	0.9329	0.9882	0.9633	257.8	0.0004	115	0.8991	0.9837	0.8878	2942.6	0.0017	65	0.8431	0.9846	0.8462	4640.0	0.0030
17	0.9733	0.9977	0.9647	229.1	0.0005	116	0.9150	0.9901	0.9290	3227.1	0.0017	66	0.8842	0.9932	0.8774	4365.8	0.0030
18	0.9887	0.9986	0.9801	214.9	0.0005	117	0.9408	0.9941	0.9389	2971.8	0.0016	67	0.9272	0.9941	0.9118	4061.0	0.0026
Do-Something - Inter-peak (IP)																	
7	0.9855	0.9973	0.9932	6.7	0.0001	13	0.9783	0.9959	0.9910	166.3	0.0002	14	0.9864	0.9968	0.9778	194.5	0.0003
8	0.9882	0.9977	0.9909	6.7	0.0001	14	0.9878	0.9991	0.9950	154.3	0.0002	15	0.9901	0.9982	0.9837	184.2	0.0003
9	0.9864	0.9973	0.9950	6.7	0.0001	15	0.9882	0.9973	0.9964	153.1	0.0002	16	0.9896	0.9986	0.9923	185.9	0.0003
10	0.9991	1.0000	0.9973	6.7	0.0001	16	0.9901	0.9982	0.9968	151.3	0.0002	17	0.9928	1.0000	0.9982	183.0	0.0003
Do-Something - Evening (PM)																	
11	0.9479	0.9905	0.9551	215.6	0.0005	37	0.9493	0.9919	0.9231	1376.3	0.0013	59	0.9548	0.9982	0.9489	1937.4	0.0018
12	0.9719	0.9982	0.9642	169.3	0.0005	38	0.9502	0.9968	0.9412	1423.4	0.0014	60	0.9344	0.9946	0.9344	1944.8	0.0019
13	0.9488	0.9923	0.9651	172.3	0.0005	39	0.9616	0.9968	0.9480	1497.4	0.0013	61	0.9408	0.9950	0.9480	2045.1	0.0019
14	0.9837	0.9991	0.9805	107.5	0.0005	40	0.9647	0.9986	0.9697	1518.9	0.0014	62	0.9593	0.9968	0.9512	1993.6	0.0019

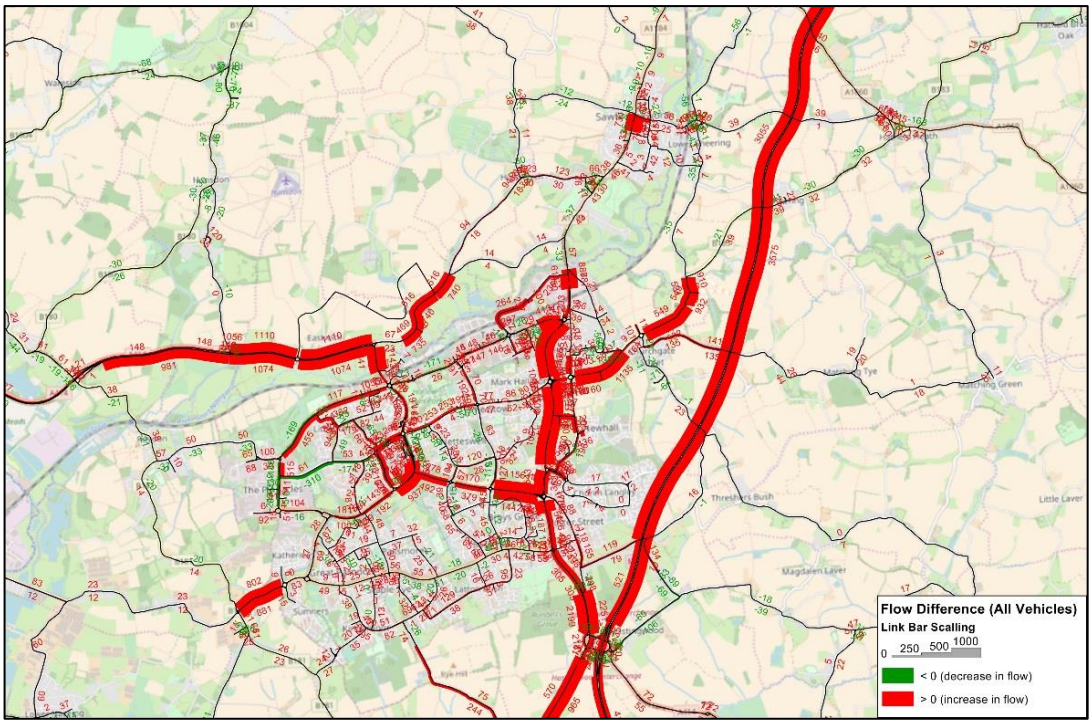
Appendix H. Flow Difference Plots

Flow differences between the base year and NTEM do-minimum 2021 scenarios

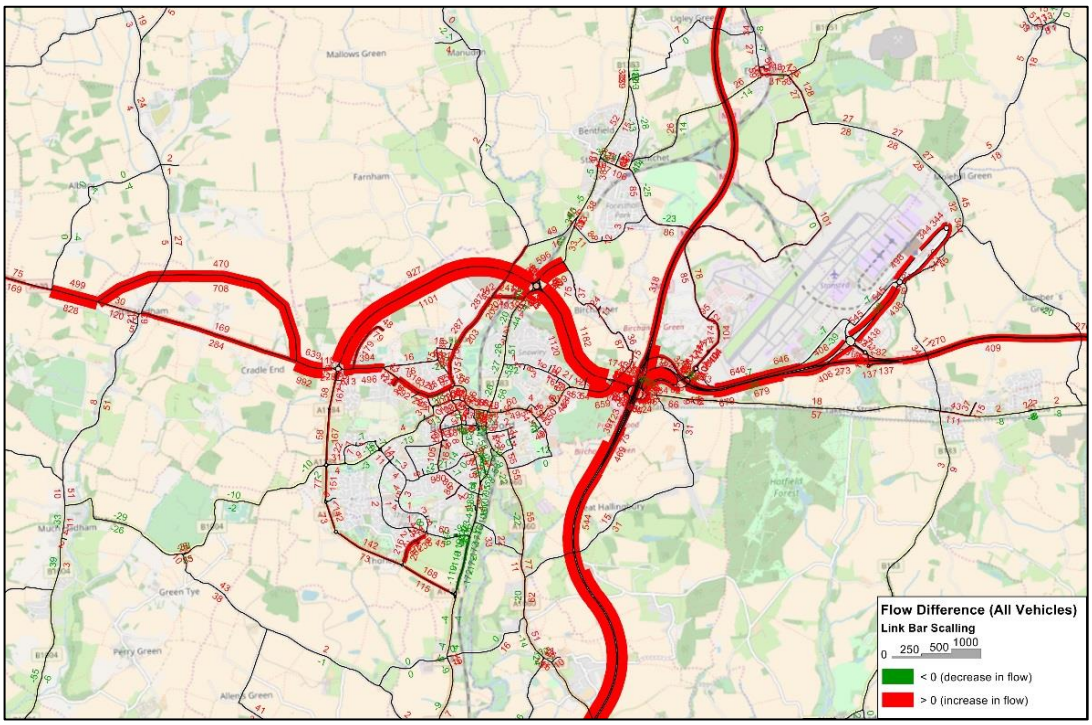
NTEM Traffic Flow Difference between Base 2014 and DM 2021 models – AM (Overview)



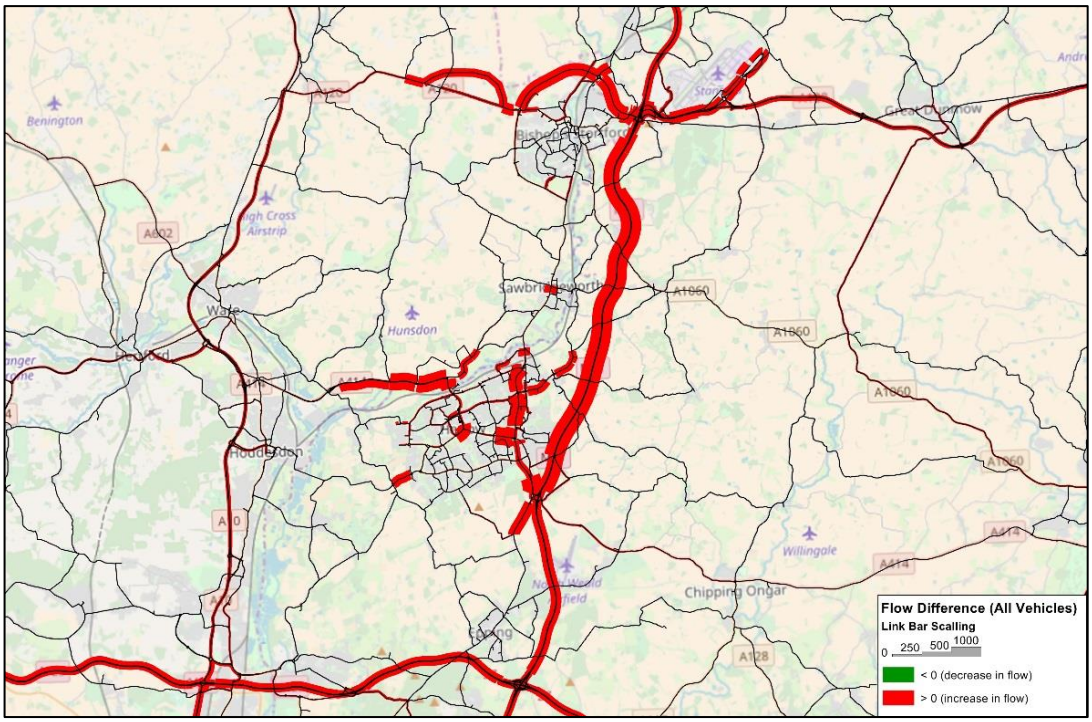
NTEM Traffic Flow Difference between Base 2014 and DM 2021 models – AM (Harlow)



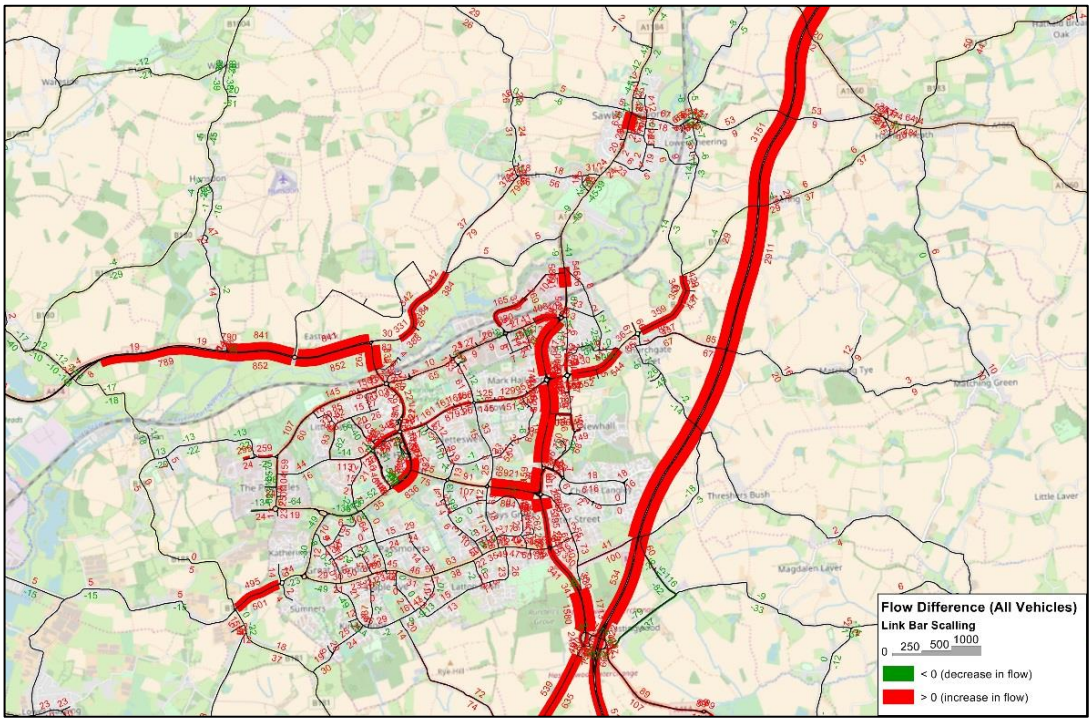
NTEM Traffic Flow Difference between Base 2014 and DM 2021 models – AM (Bishop's Stortford)



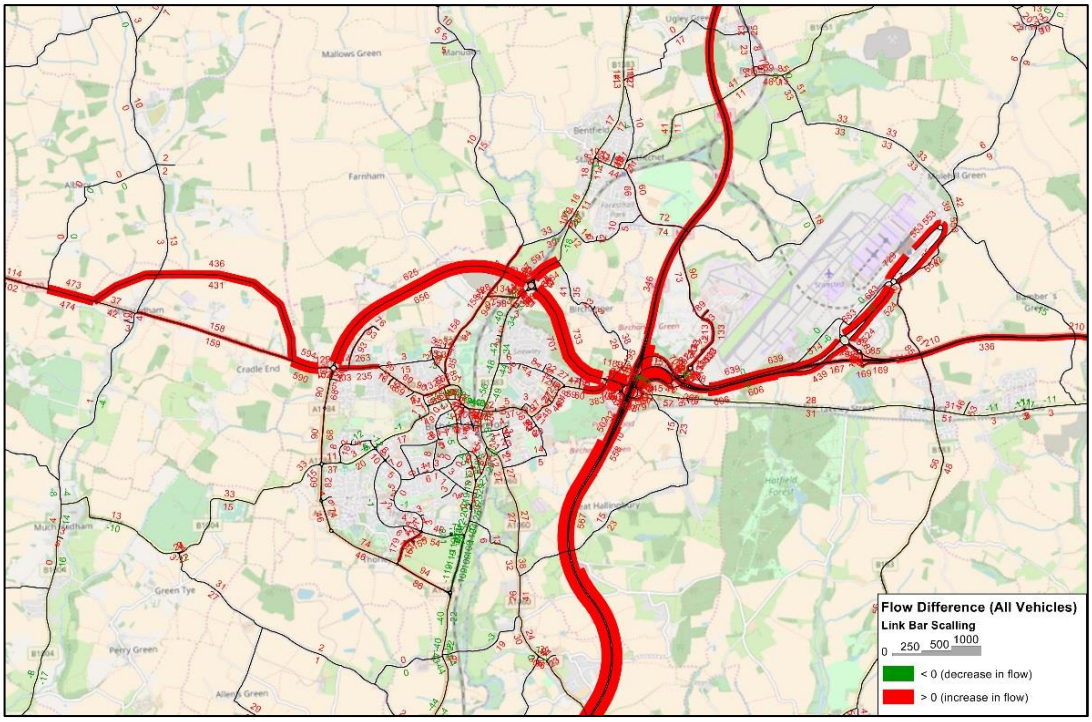
NTEM Traffic Flow Difference between Base 2014 and DM 2021 models – IP (Overview)



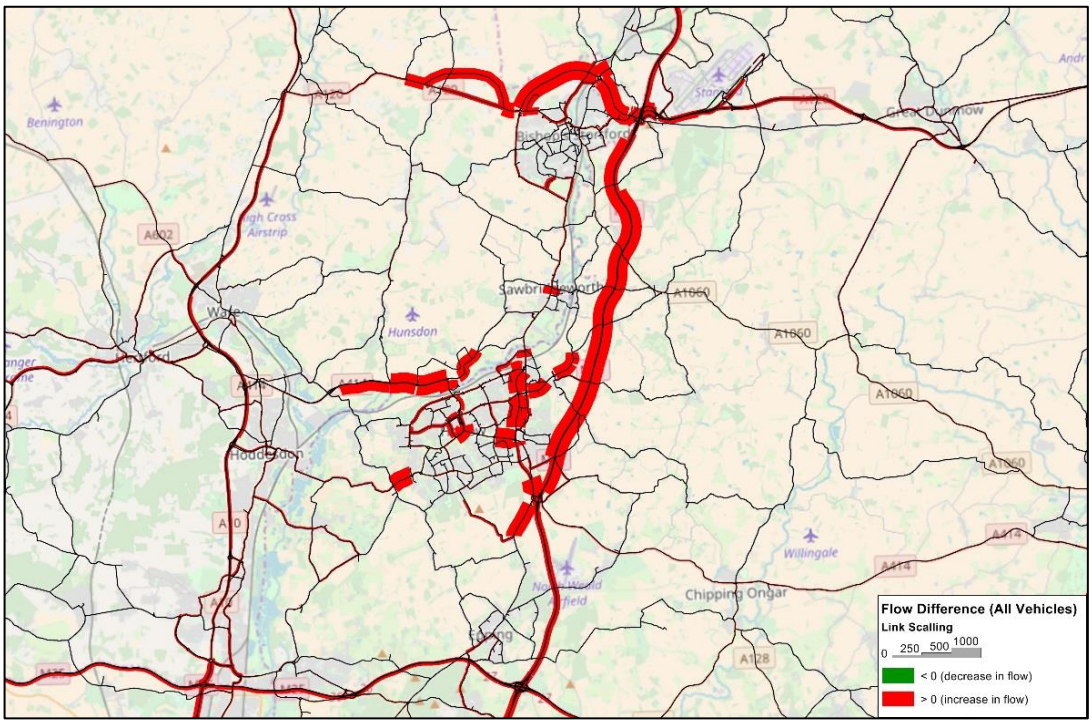
NTEM Traffic Flow Difference between Base 2014 and DM 2021 models – IP (Harlow)



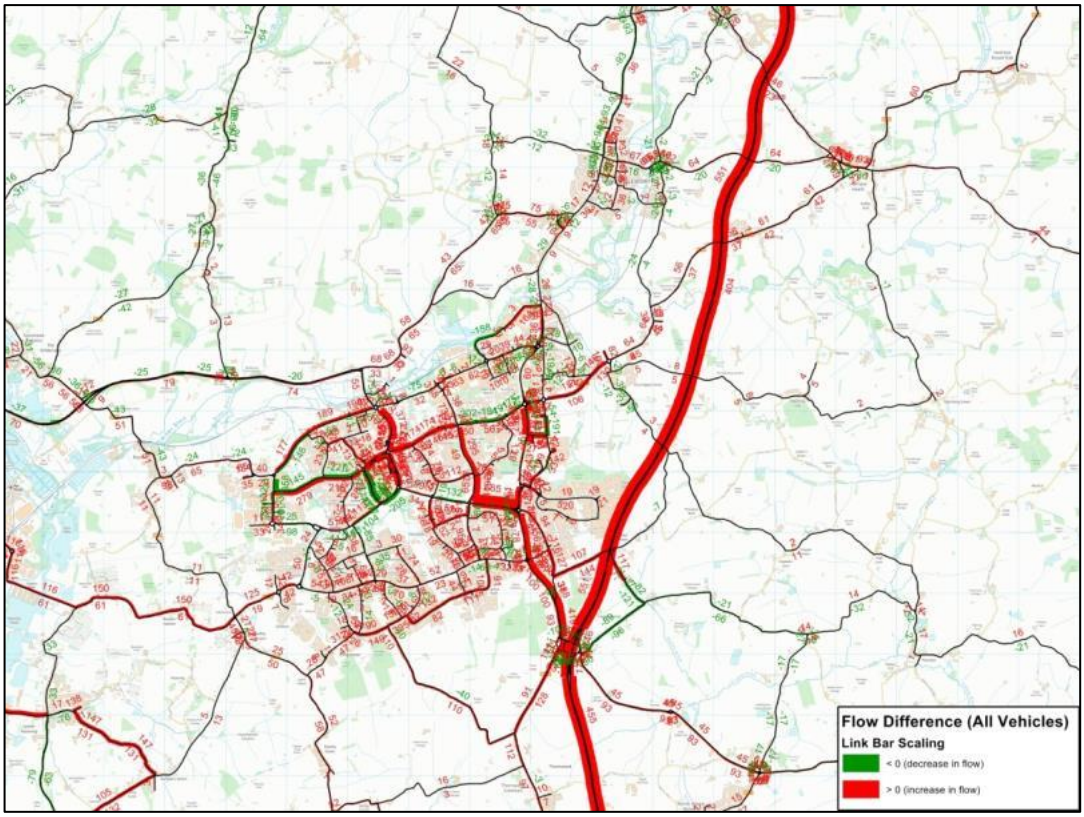
NTEM Traffic Flow Difference between Base 2014 and DM 2021 models – IP (Bishop's Stortford)



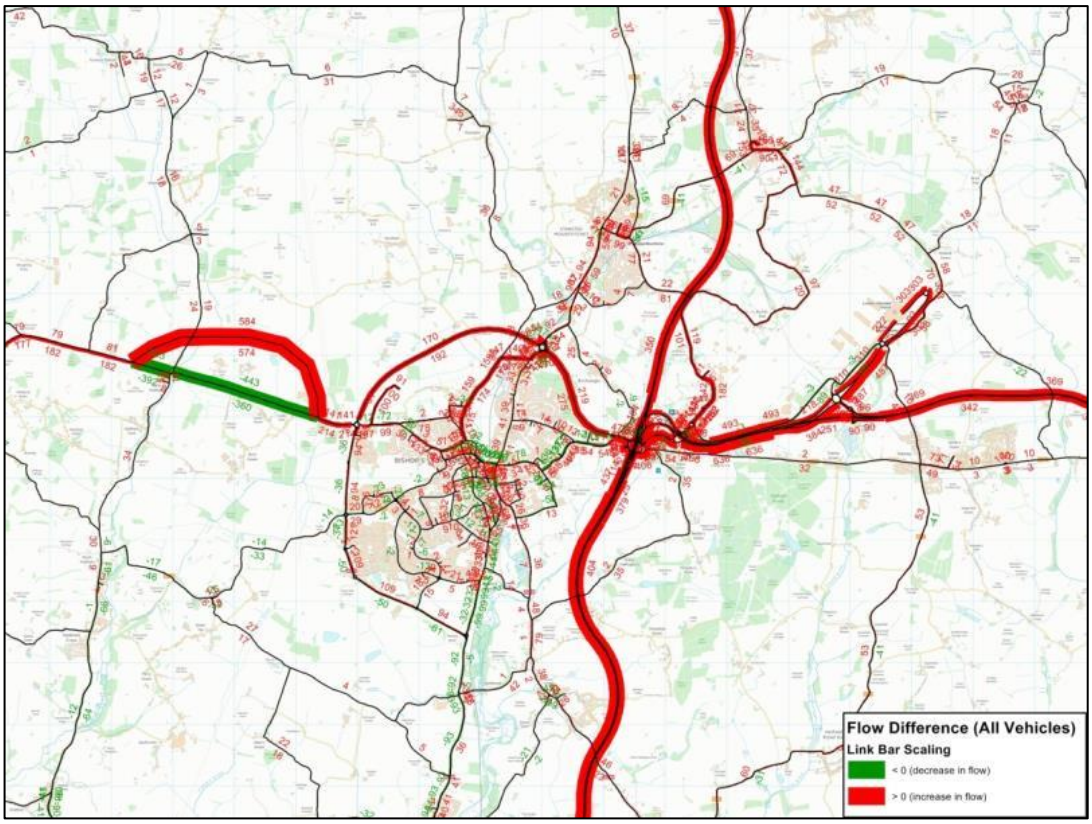
NTEM Traffic Flow Difference between Base 2014 and DM 2021 models – PM (Overview)



NTEM Traffic Flow Difference between Base 2014 and DM 2021 models – PM (Harlow)

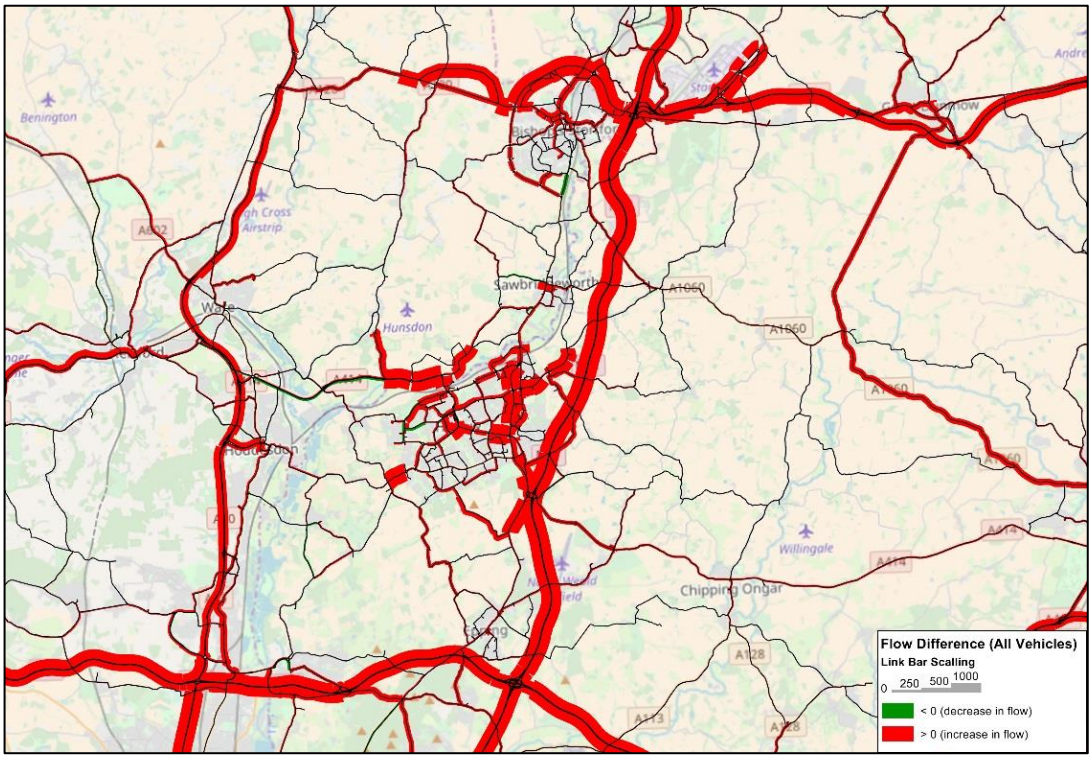


NTEM Traffic Flow Difference between Base 2014 and DM 2021 models – PM (Bishop's Stortford)

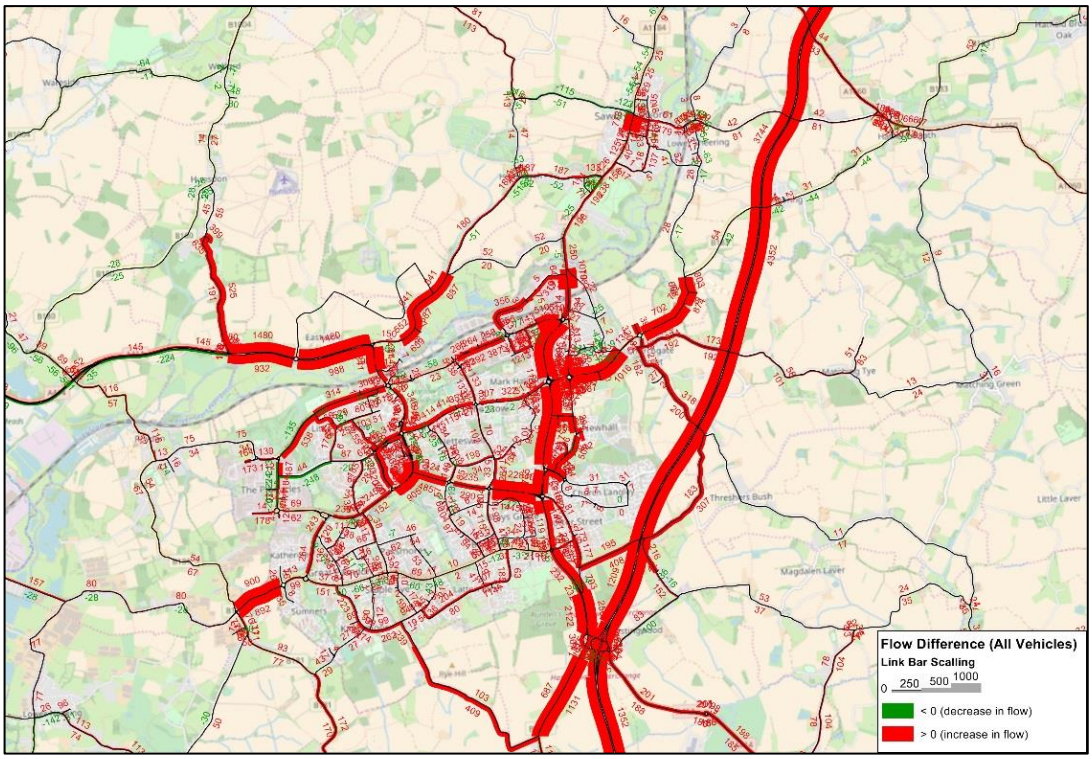


Flow differences between the base year and NTEM do-minimum 2036 scenarios

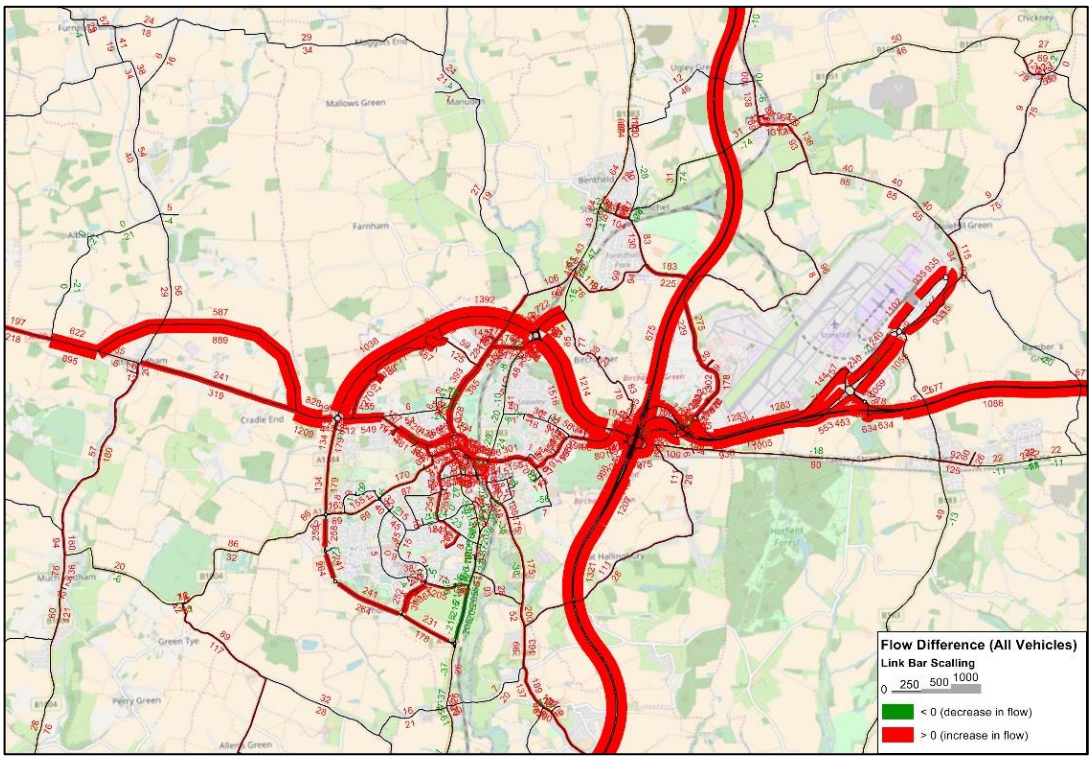
NTEM Traffic Flow Difference between Base 2014 and DM 2036 models – AM (Overview)



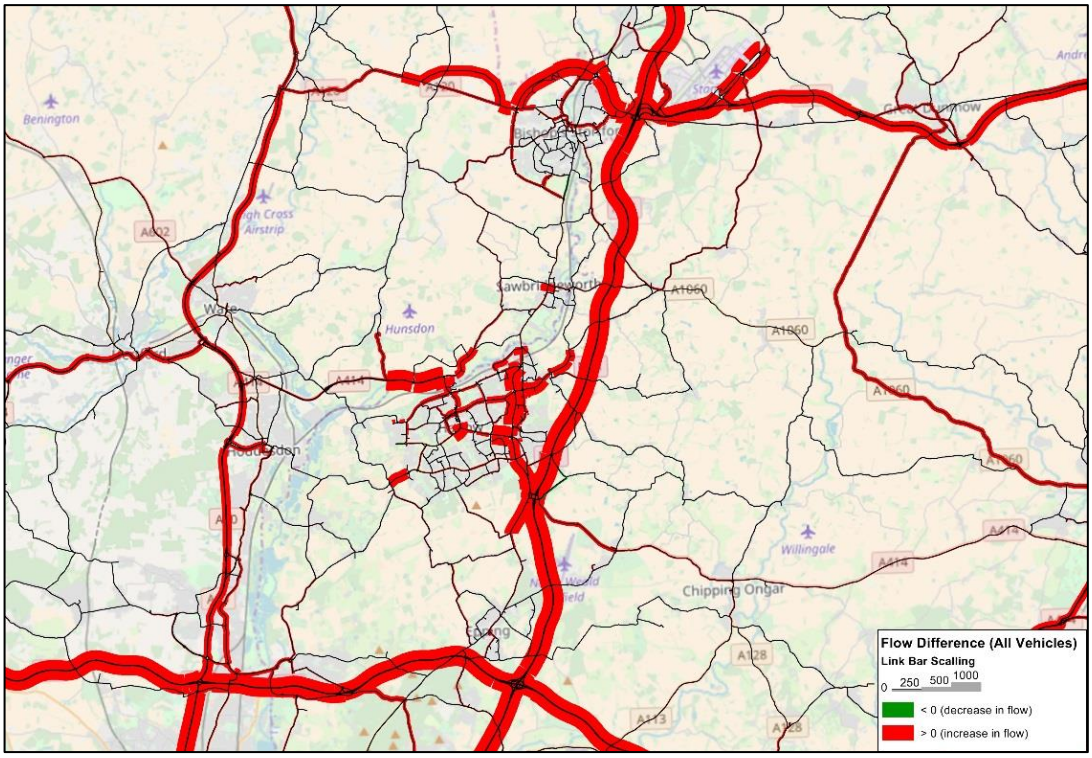
NTEM Traffic Flow Difference between Base 2014 and DM 2036 models – AM (Harlow)



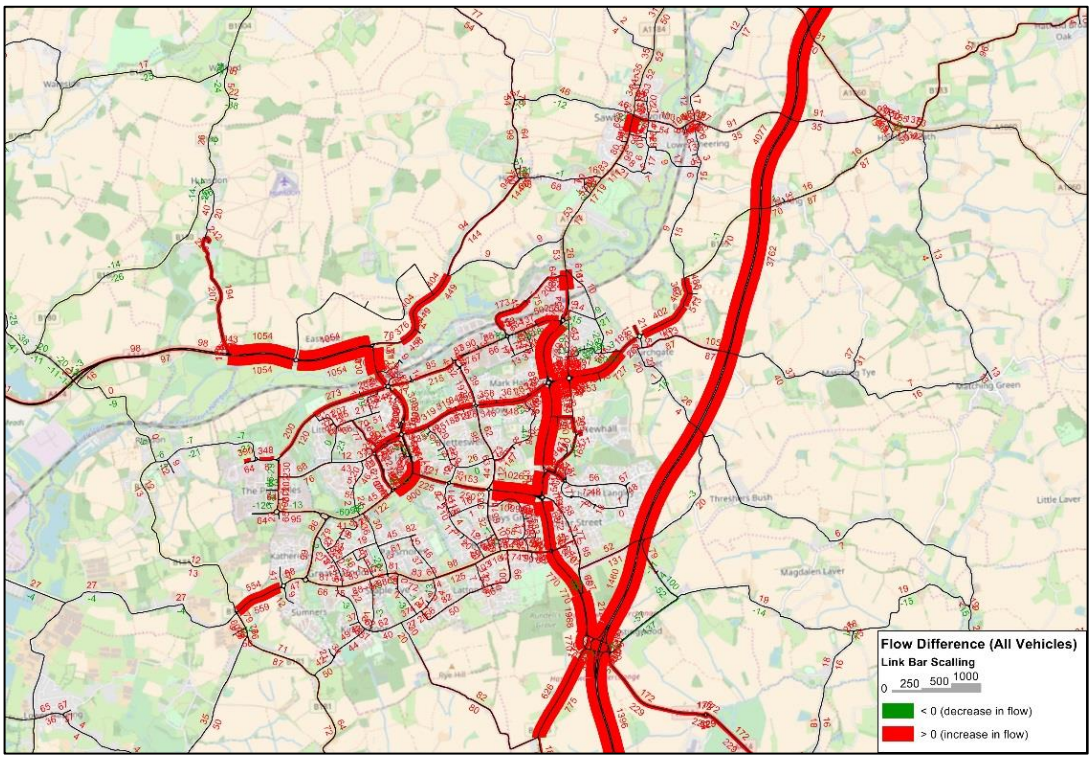
NTEM Traffic Flow Difference between Base 2014 and DM 2036 models – AM (Bishop's Stortford)



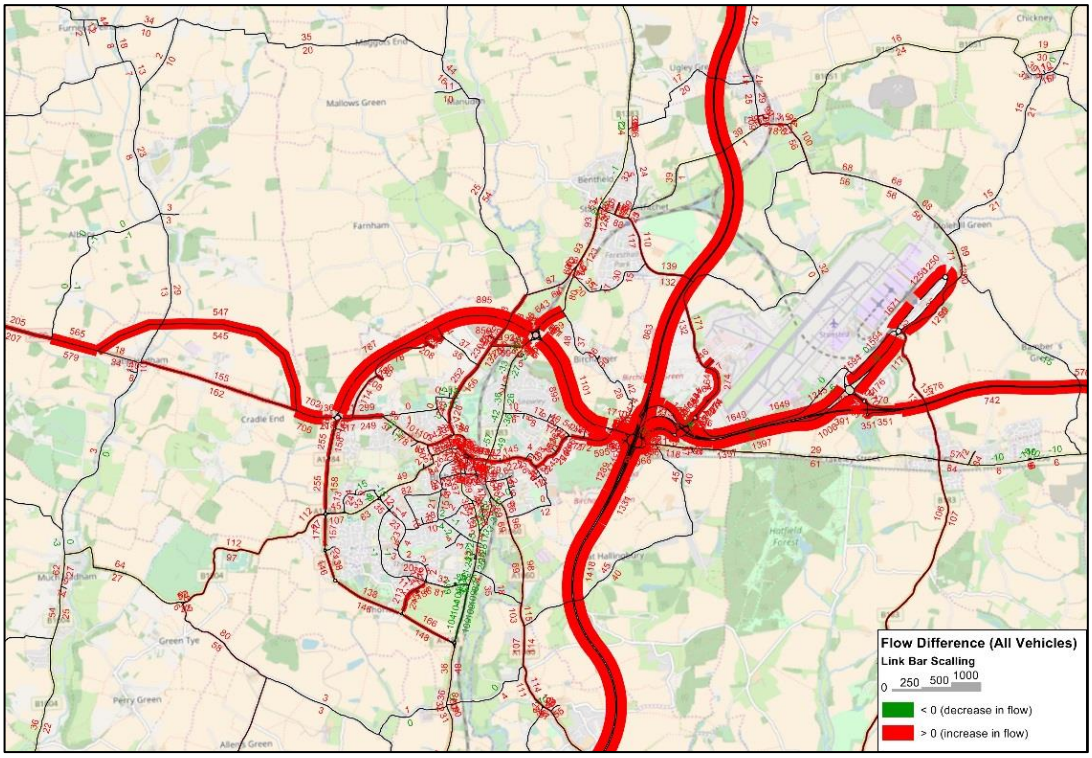
NTEM Traffic Flow Difference between Base 2014 and DM 2036 models – IP (Overview)



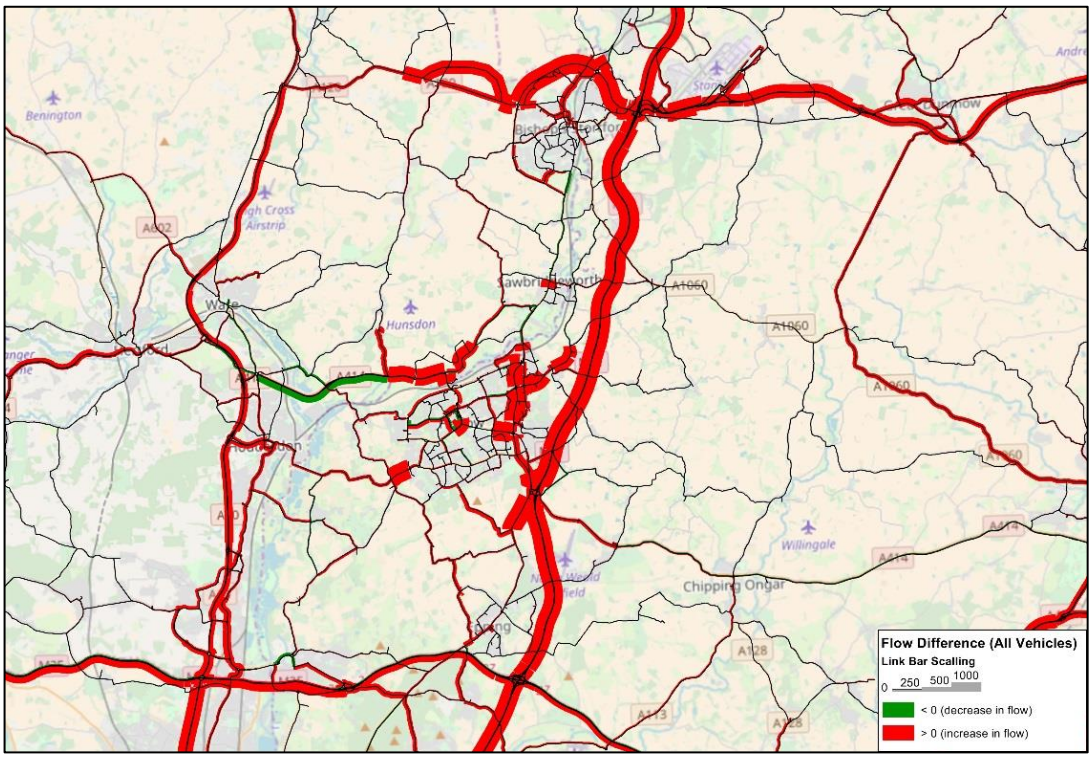
NTEM Traffic Flow Difference between Base 2014 and DM 2036 models – IP (Harlow)



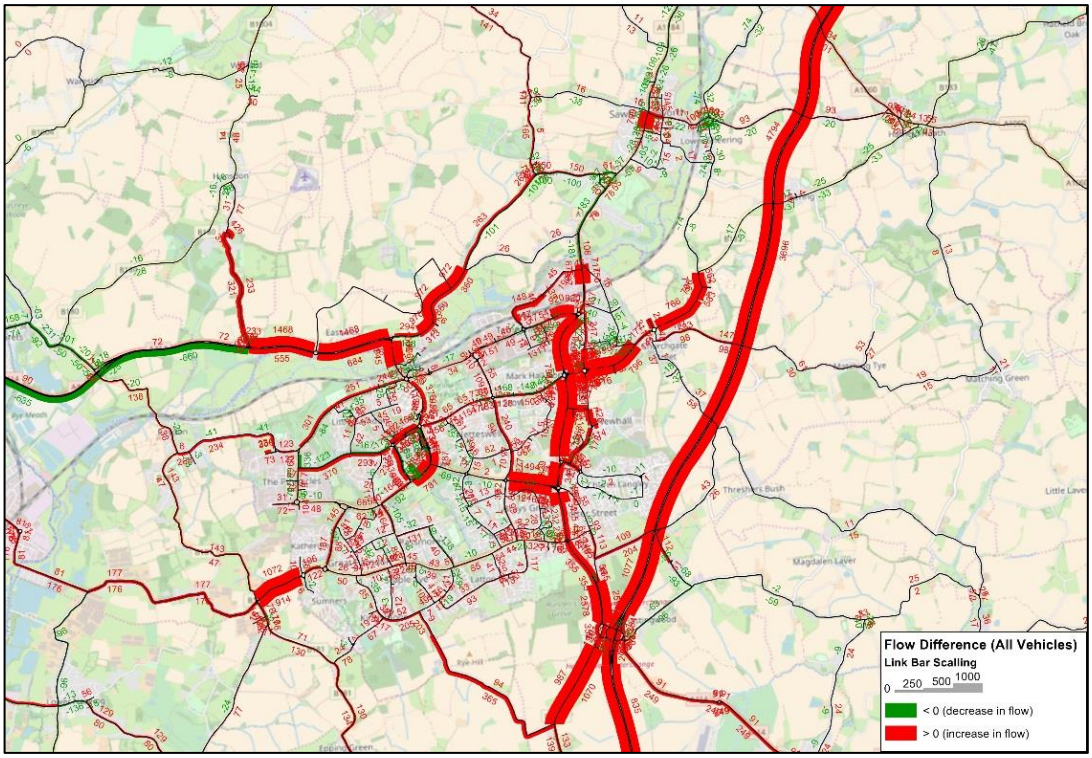
NTEM Traffic Flow Difference between Base 2014 and DM 2036 models – IP (Bishop's Stortford)



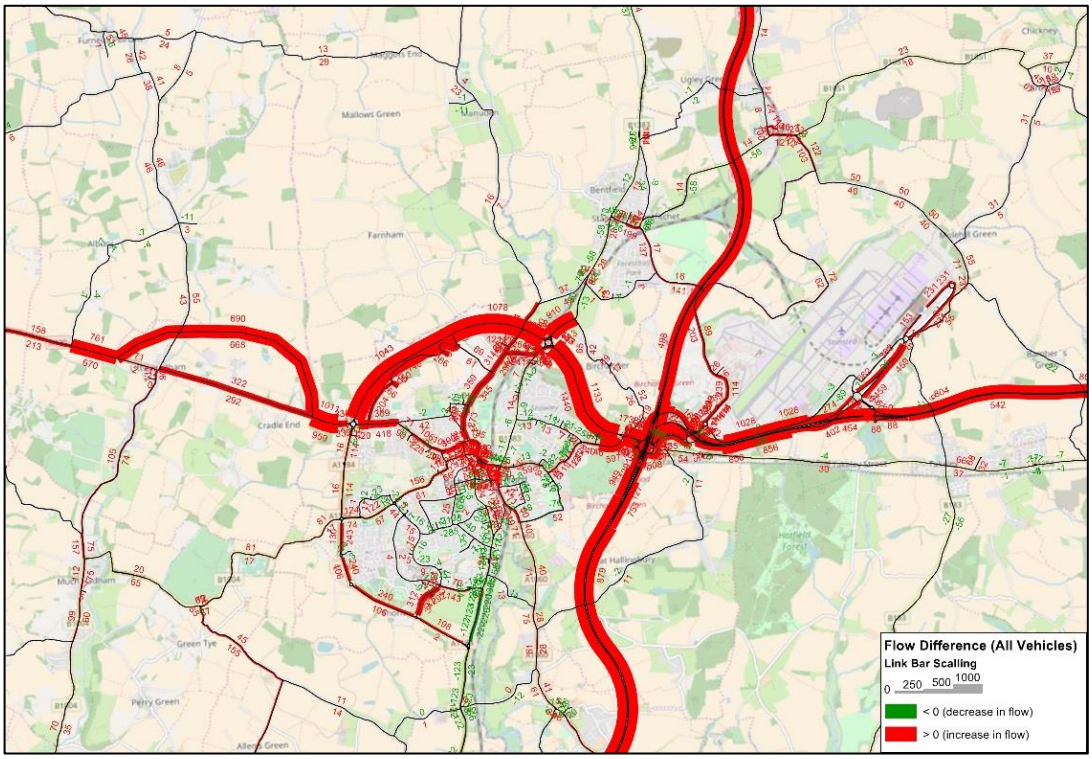
NTEM Traffic Flow Difference between Base 2014 and DM 2036 models – PM (Overview)



NTEM Traffic Flow Difference between Base 2014 and DM 2036 models – PM (Harlow)

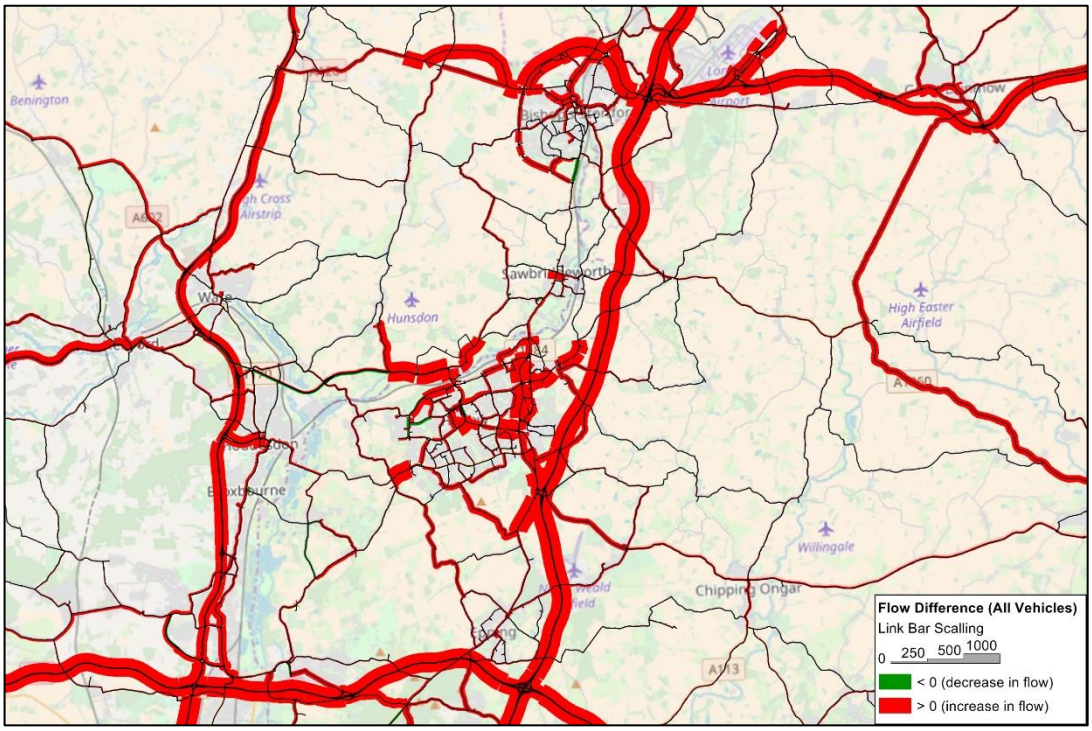


NTEM Traffic Flow Difference between Base 2014 and DM 2036 models – PM (Bishop's Stortford)

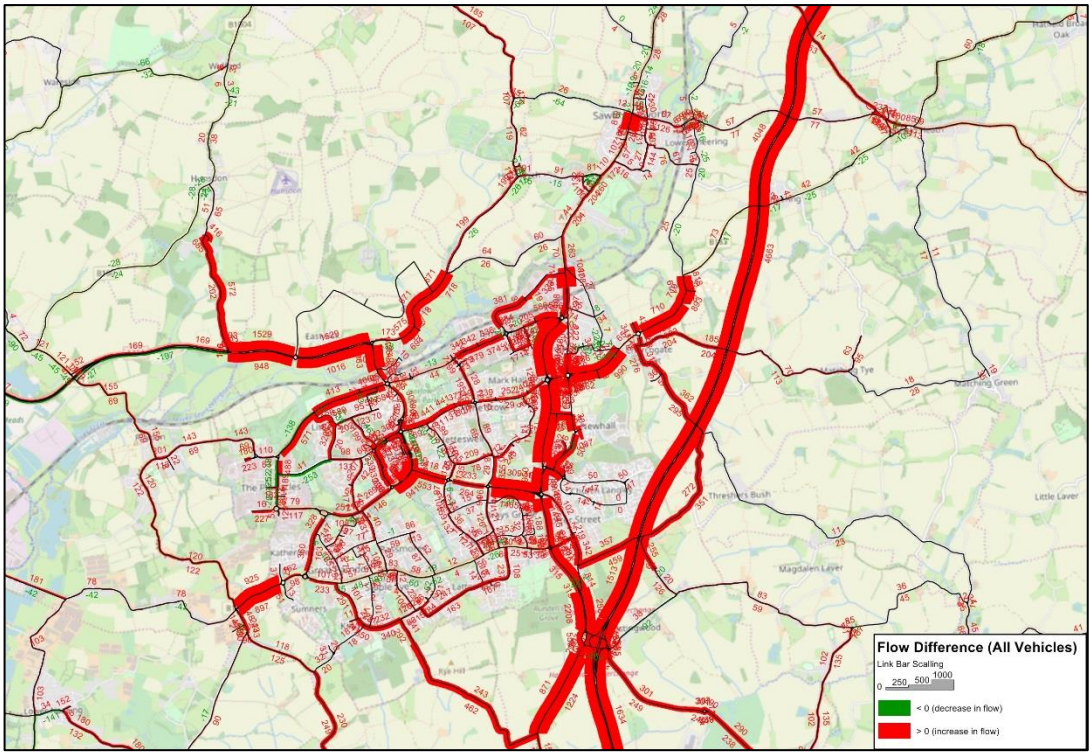


Flow differences between the base year and NTEM do-minimum 2051 scenarios

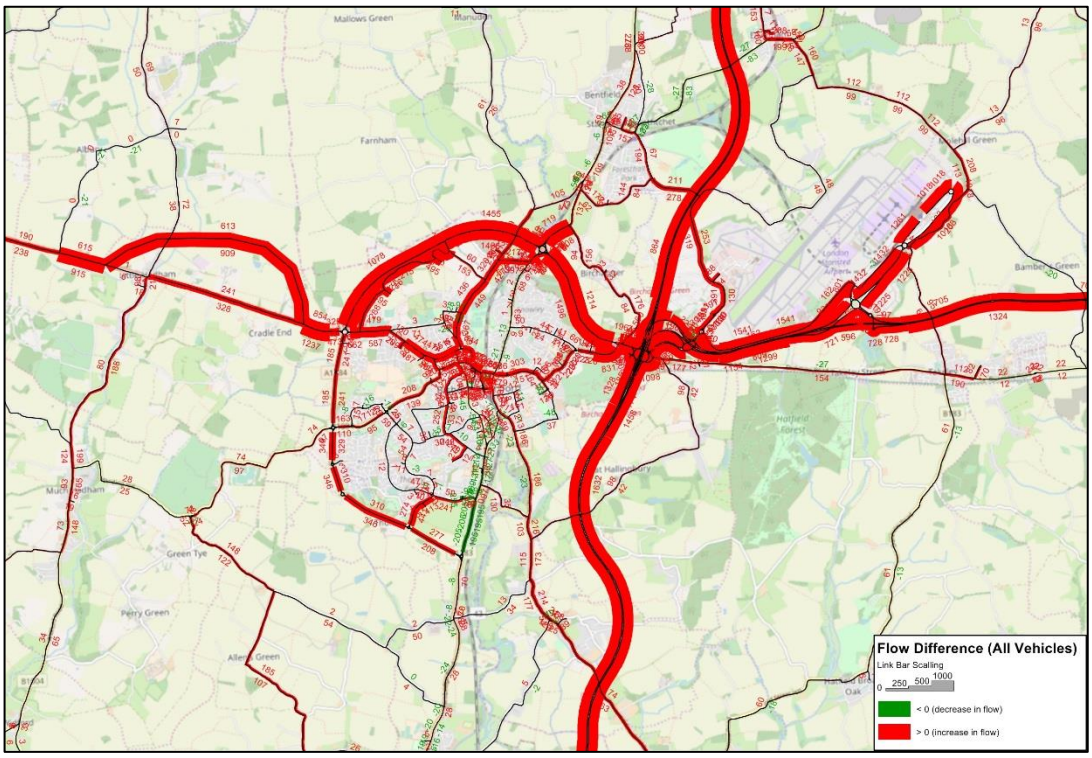
NTEM Traffic Flow Difference between Base 2014 and DM 2051 models – AM (Overview)



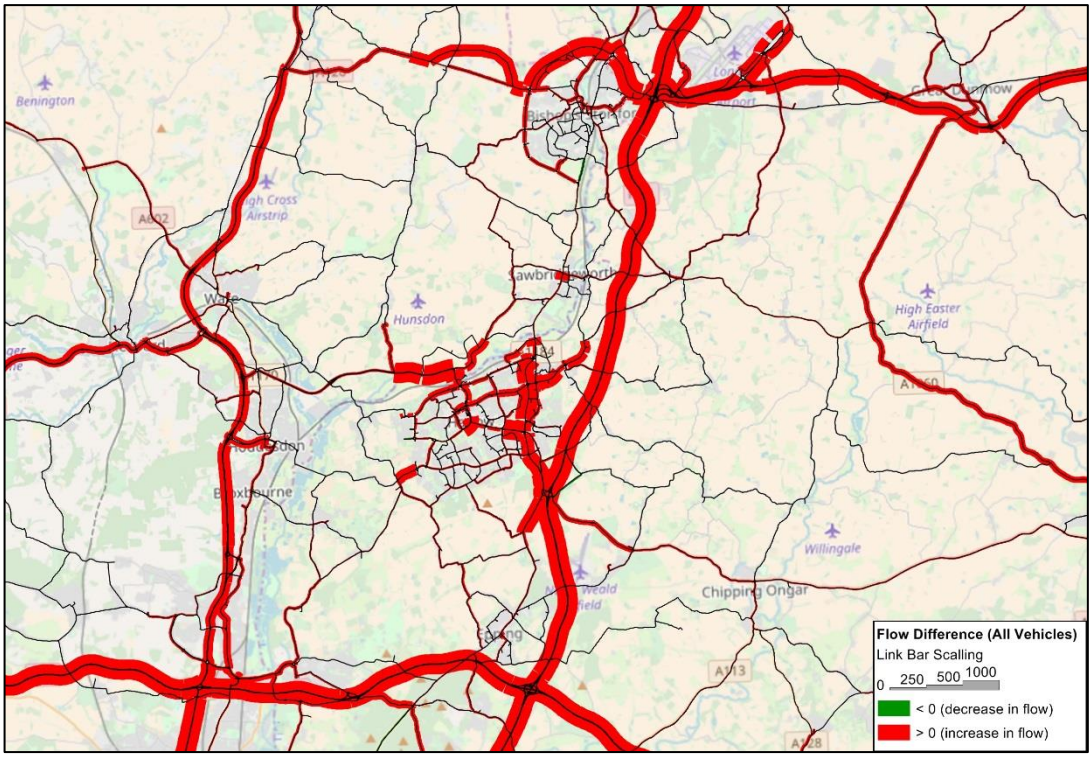
NTEM Traffic Flow Difference between Base 2014 and DM 2051 models – AM (Harlow)



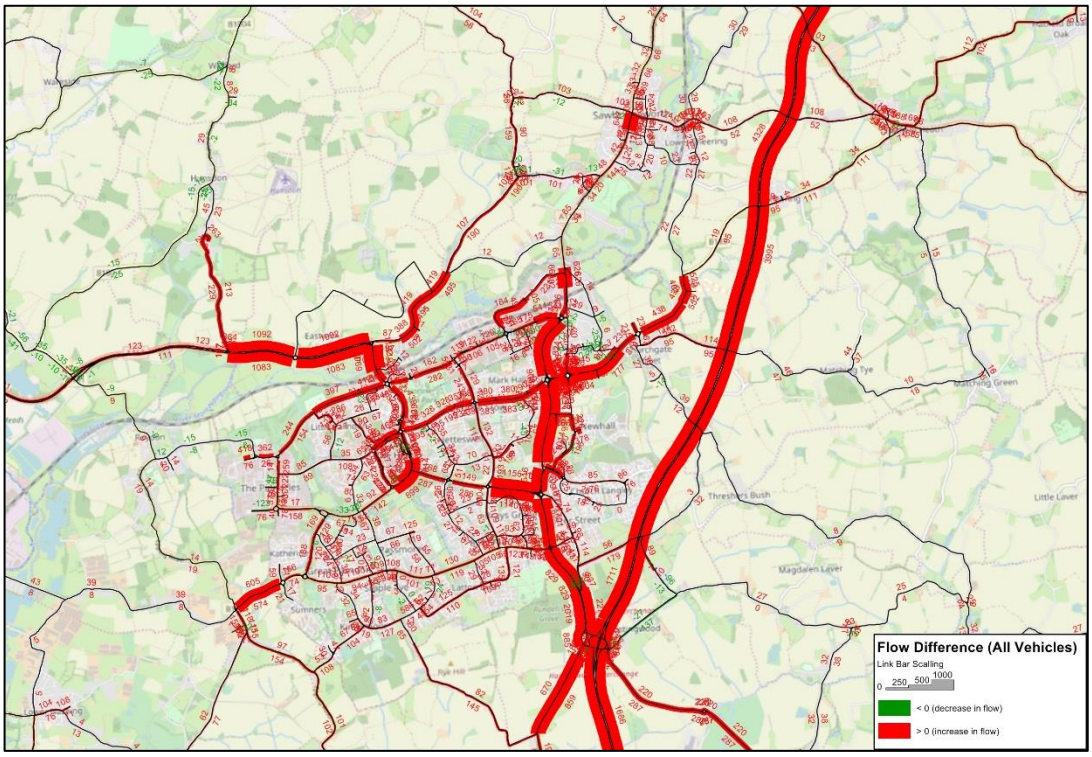
NTEM Traffic Flow Difference between Base 2014 and DM 2051 models – AM (Bishop's Stortford)



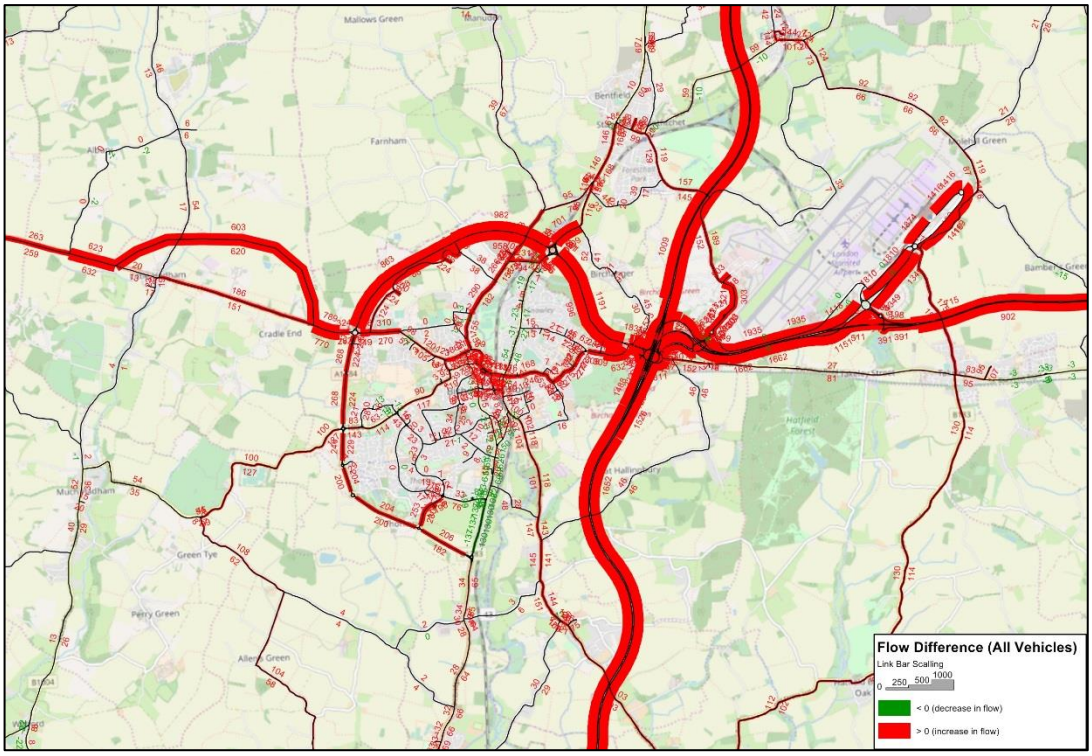
NTEM Traffic Flow Difference between Base 2014 and DM 2051 models – IP (Overview)



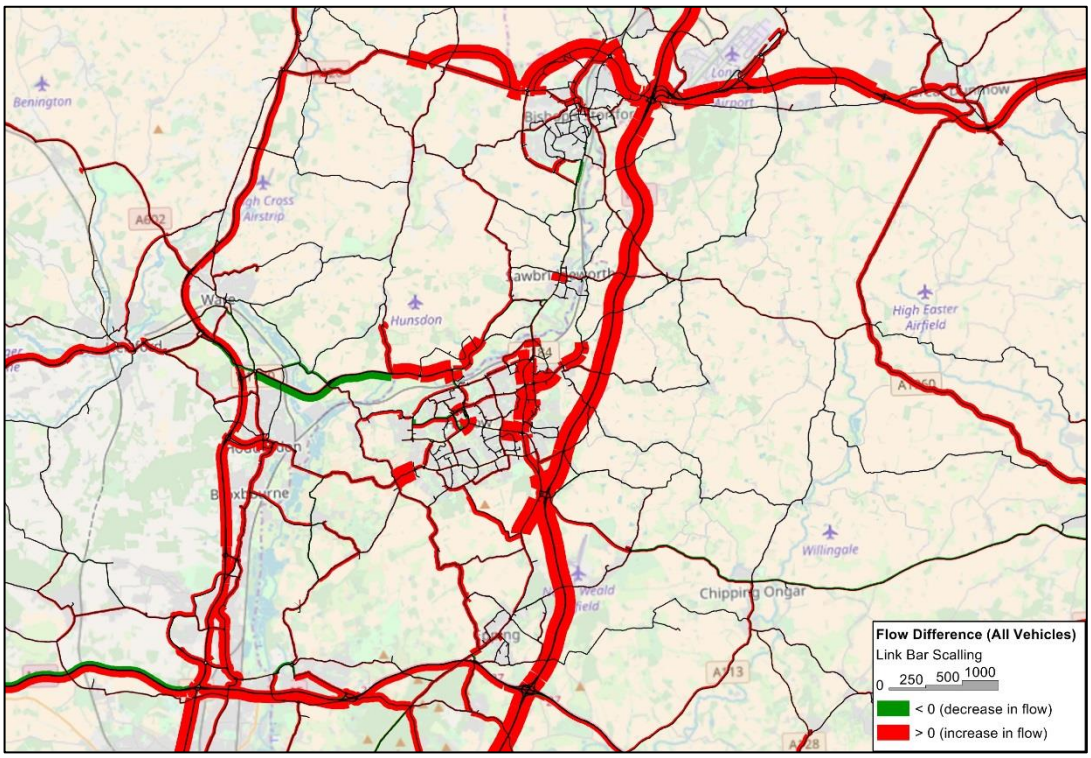
NTEM Traffic Flow Difference between Base 2014 and DM 2051 models – IP (Harlow)



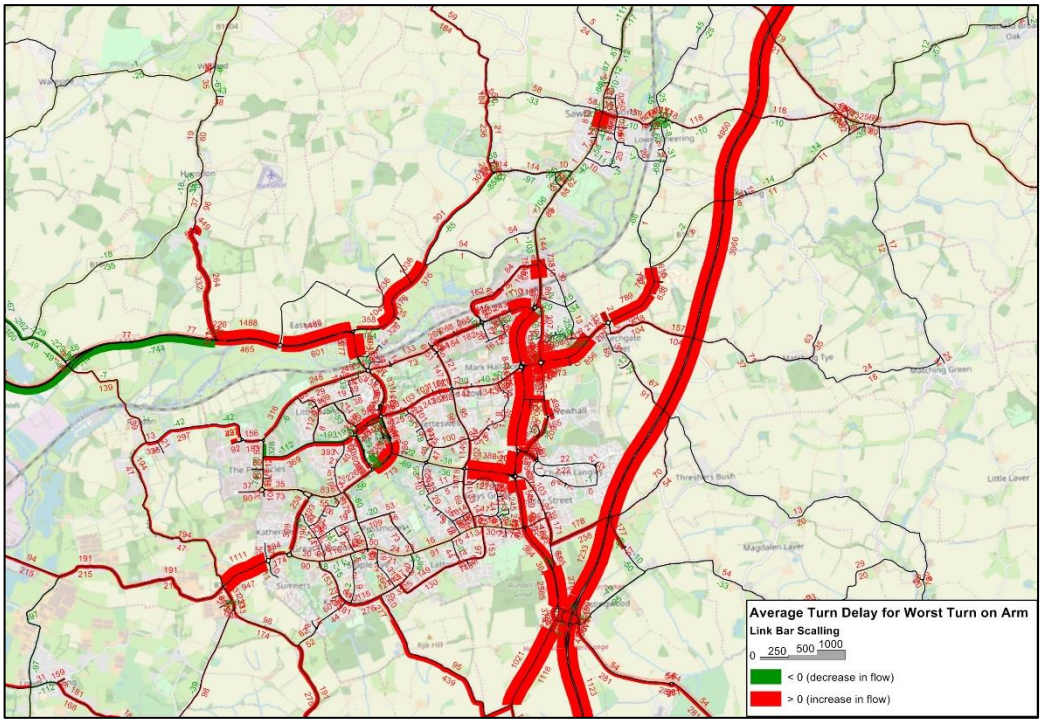
NTEM Traffic Flow Difference between Base 2014 and DM 2051 models – IP (Bishop's Stortford)



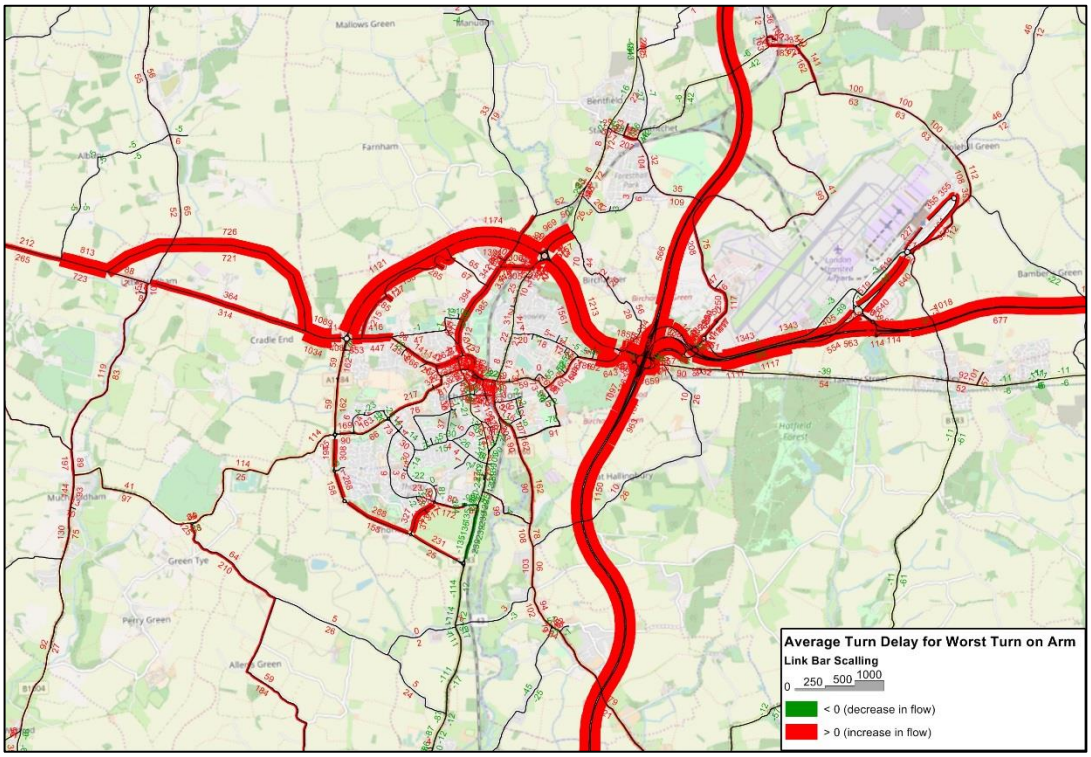
NTEM Traffic Flow Difference between Base 2014 and DM 2051 models – PM (Overview)



NTEM Traffic Flow Difference between Base 2014 and DM 2051 models – PM (Harlow)

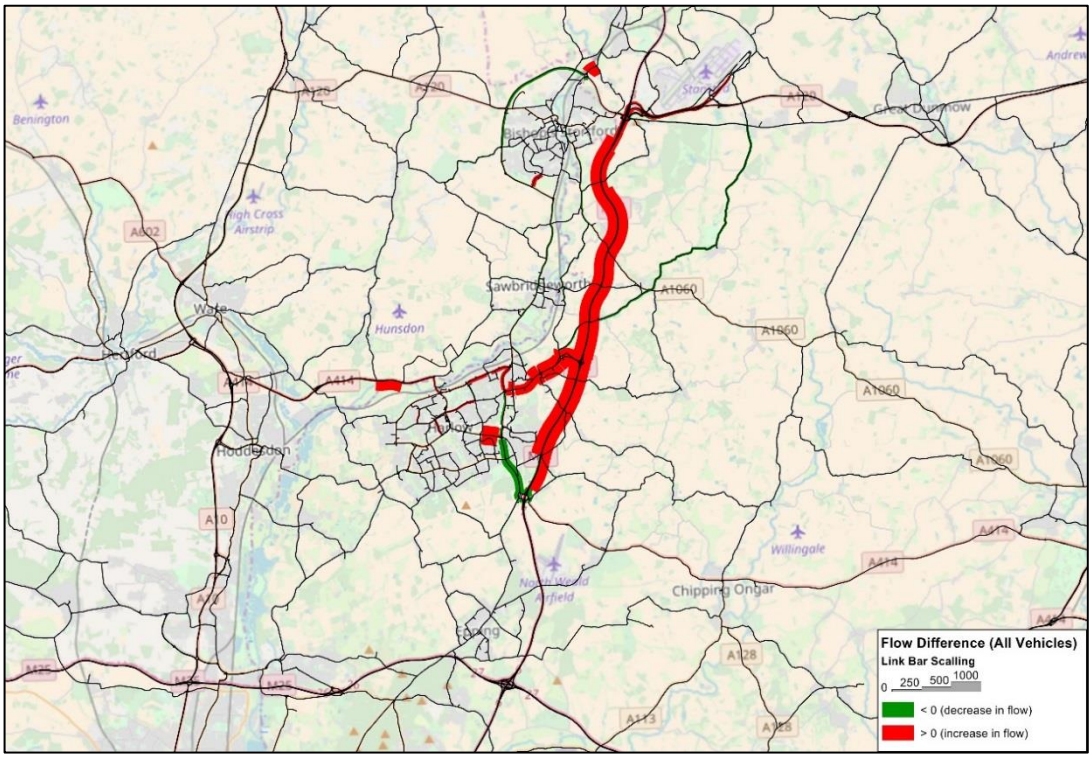


NTEM Traffic Flow Difference between Base 2014 and DM 2051 models – PM (Bishop's Stortford)

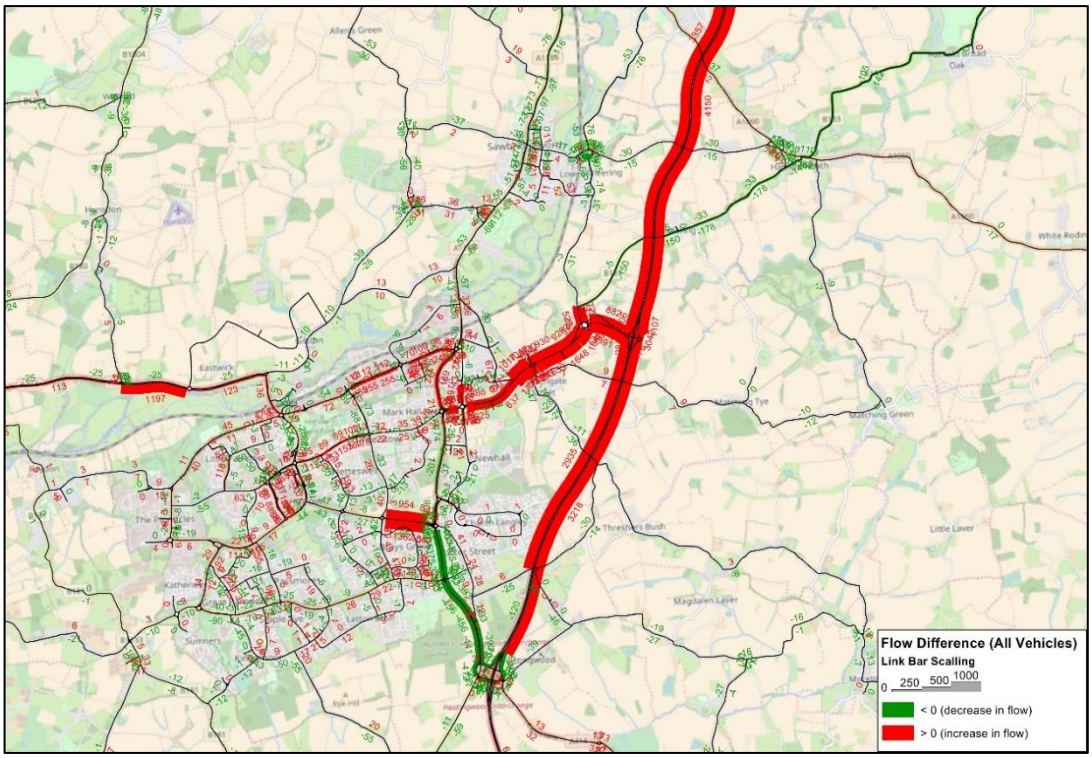


Flow differences between NTEM do-minimum and NTEM do-something scenarios in 2021

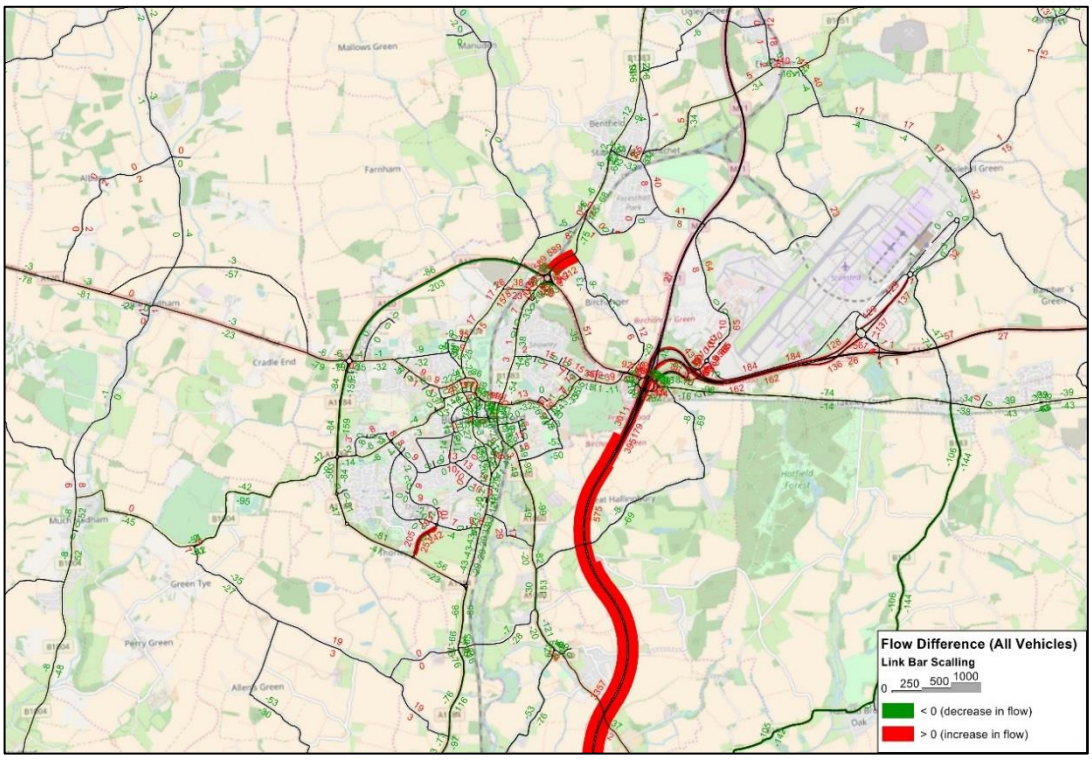
NTEM Traffic Flow Difference between DM and DS 2021 models – AM (Overview)



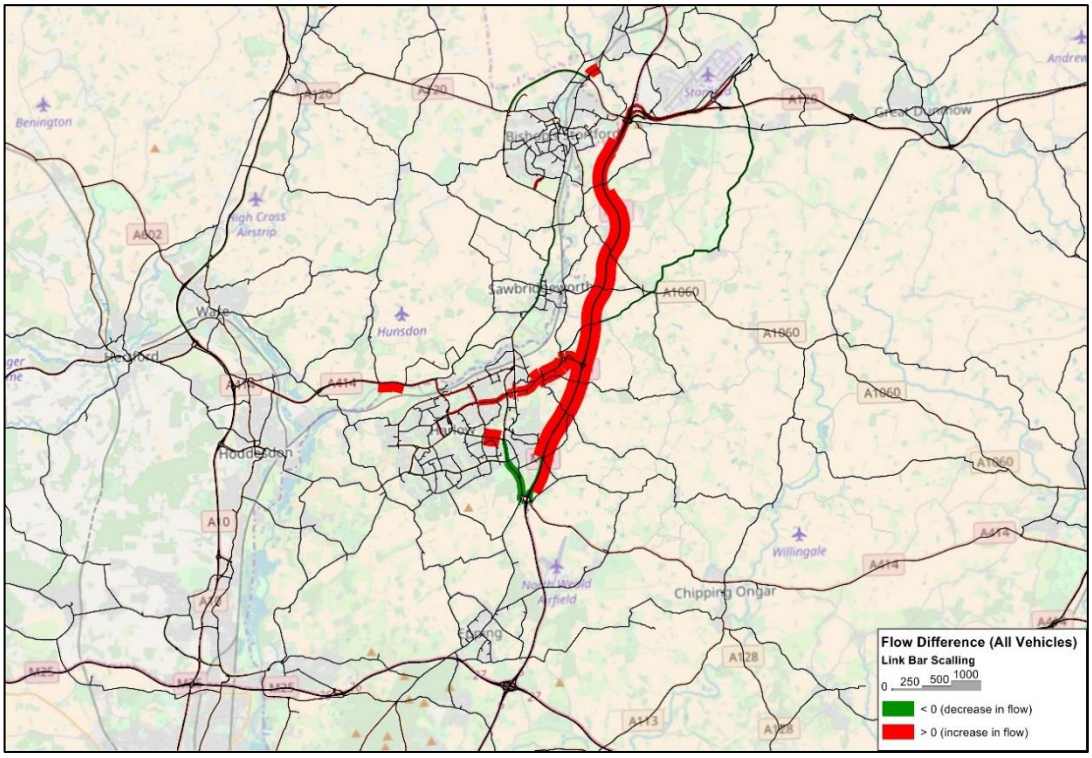
NTEM Traffic Flow Difference between DM and DS 2021 models – AM (Harlow)



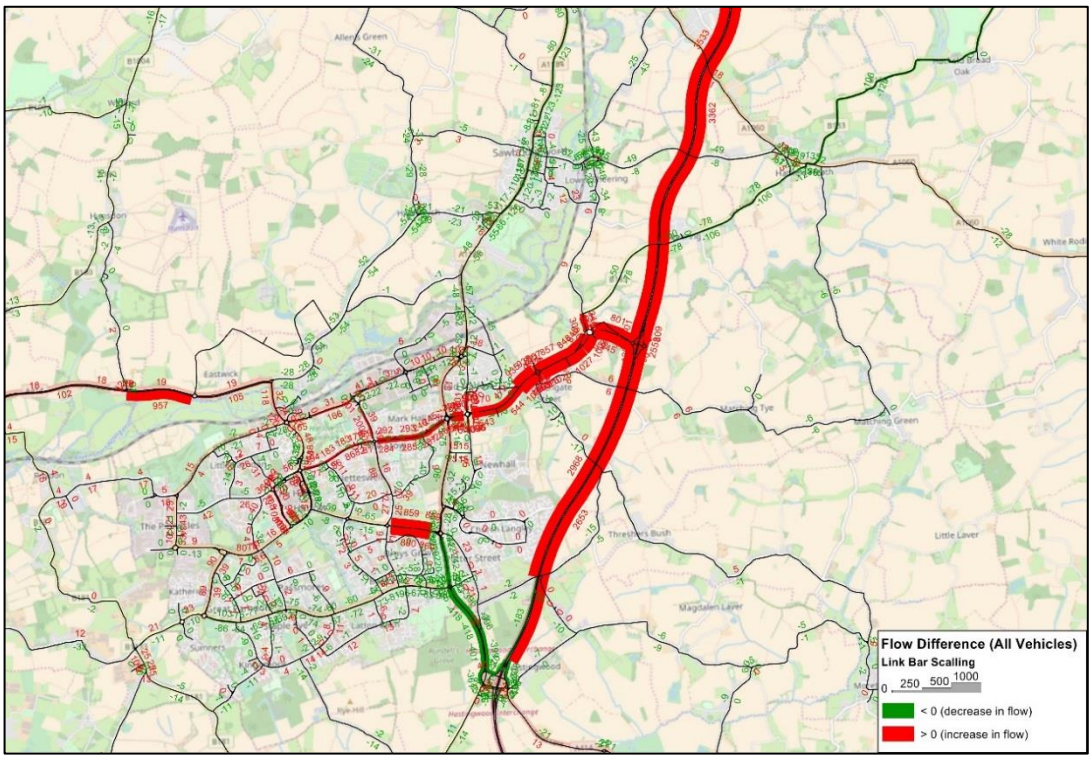
NTEM Traffic Flow Difference between DM and DS 2021 models – AM (Bishop's Stortford)



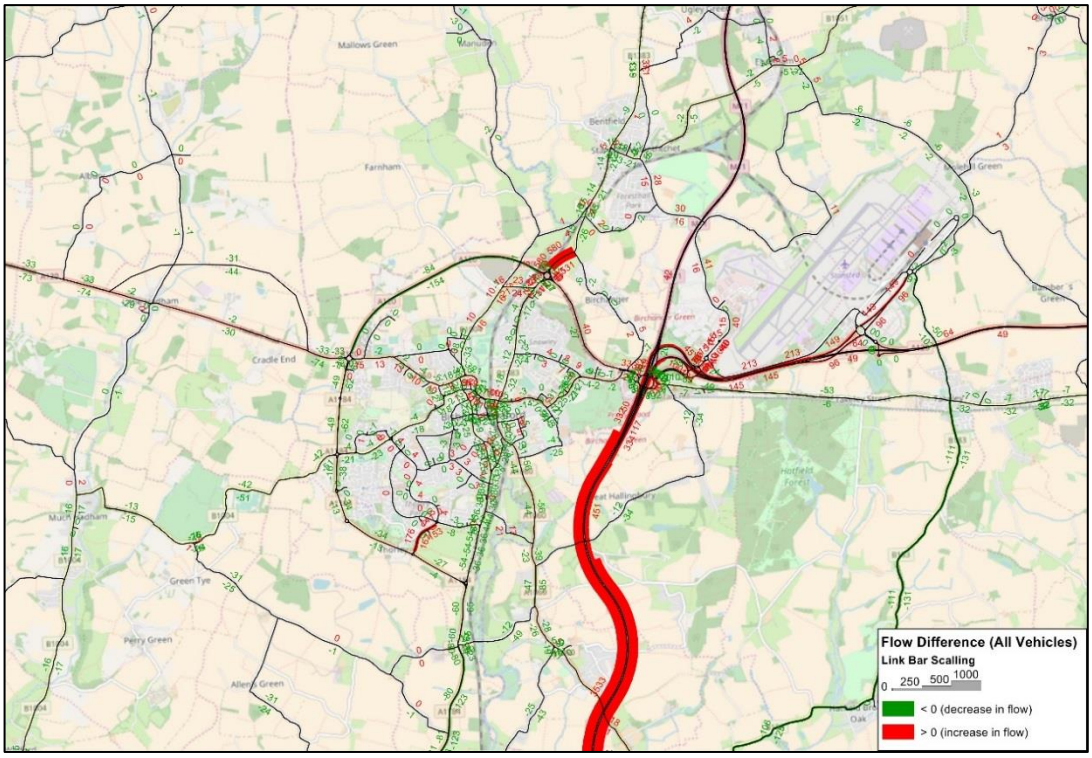
NTEM Traffic Flow Difference between DM and DS 2021 models – IP (Overview)



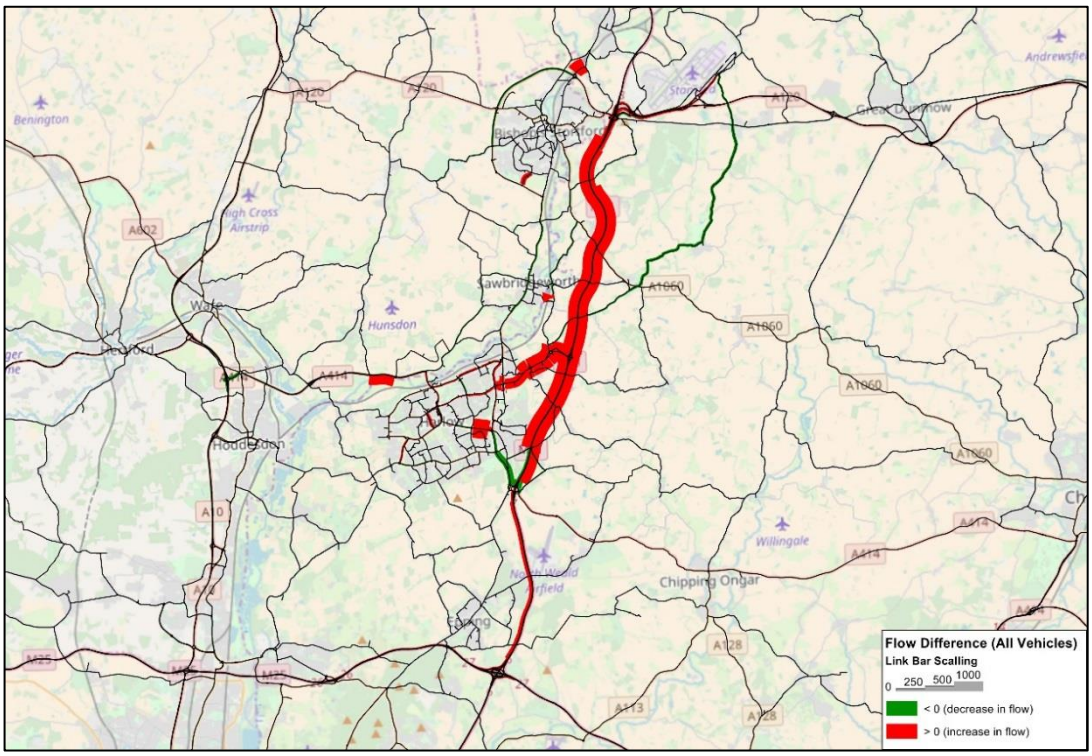
NTEM Traffic Flow Difference between DM and DS 2021 models – IP (Harlow)



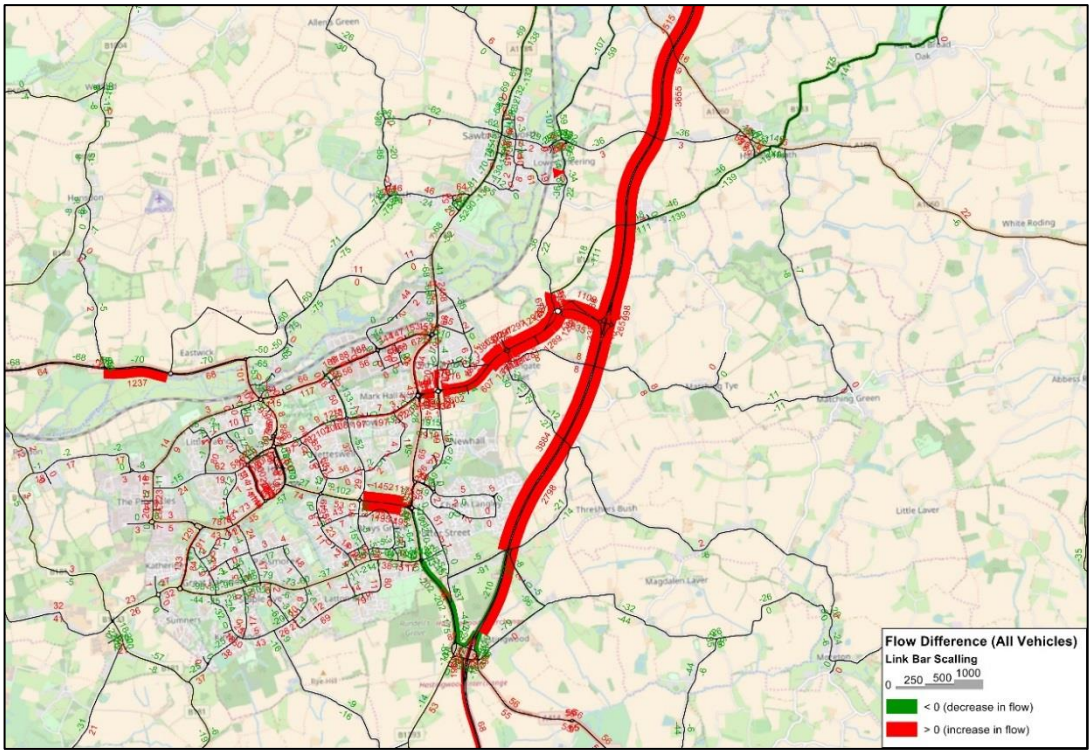
NTEM Traffic Flow Difference between DM and DS 2021 models – IP (Bishop's Stortford)



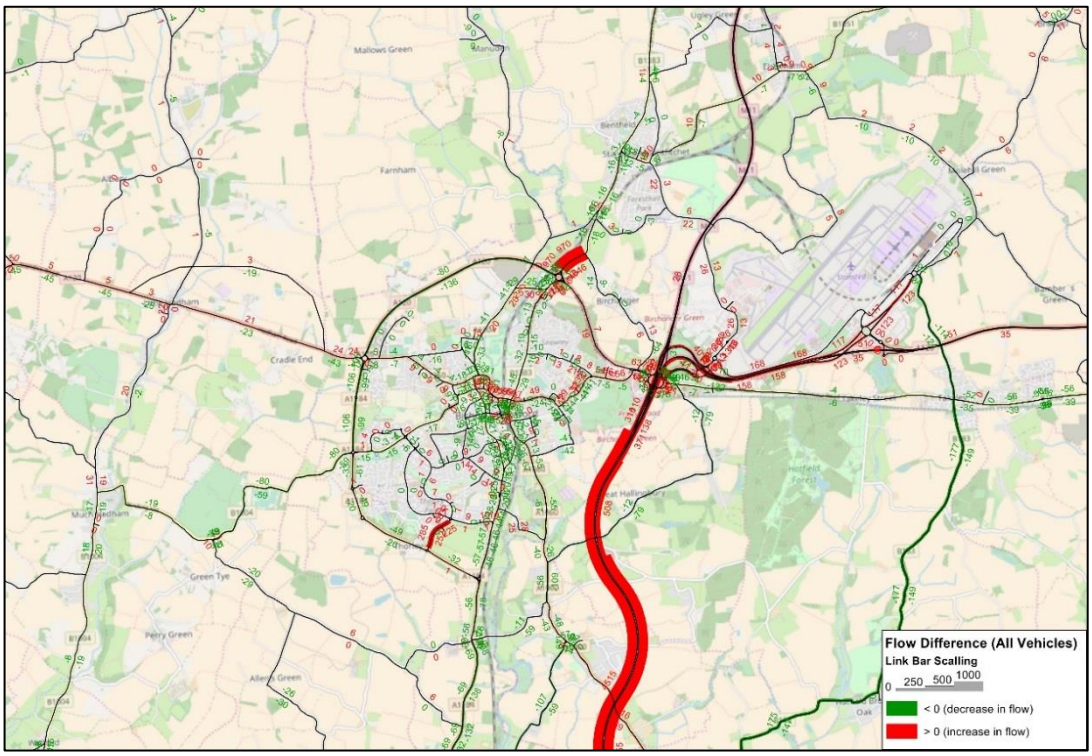
NTEM Traffic Flow Difference between DM and DS 2021 models – PM (Overview)



NTEM Traffic Flow Difference between DM and DS 2021 models – PM (Harlow)

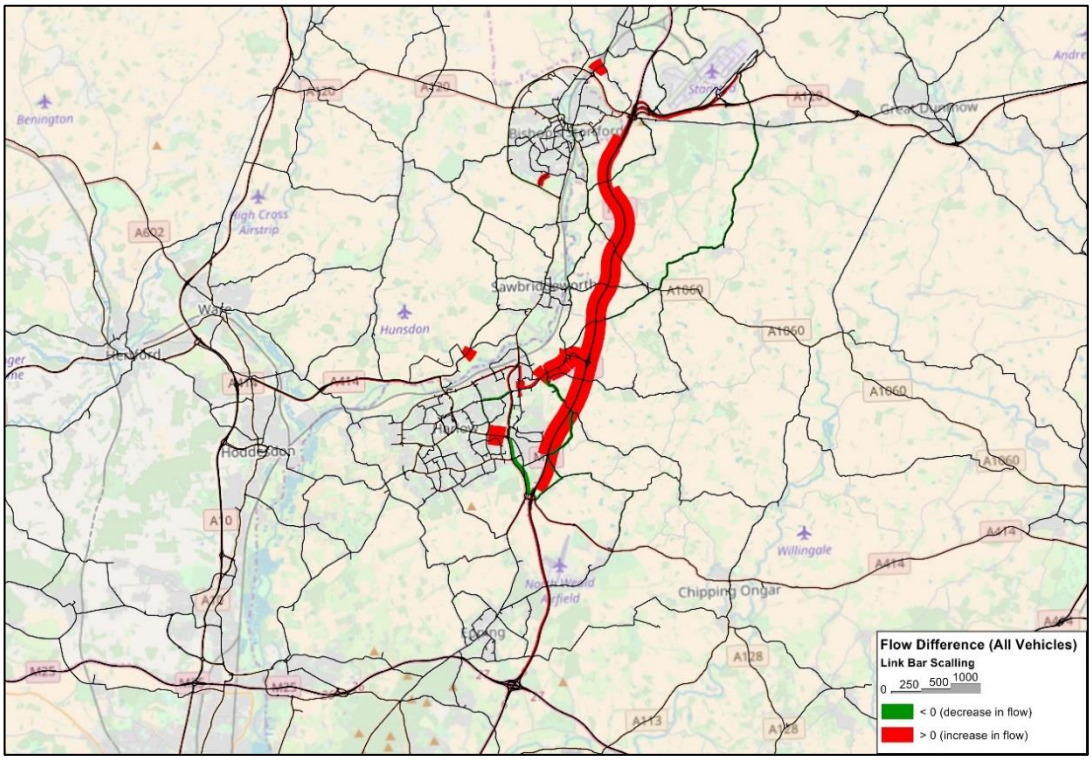


NTEM Traffic Flow Difference between DM and DS 2021 models – PM (Bishop's Stortford)

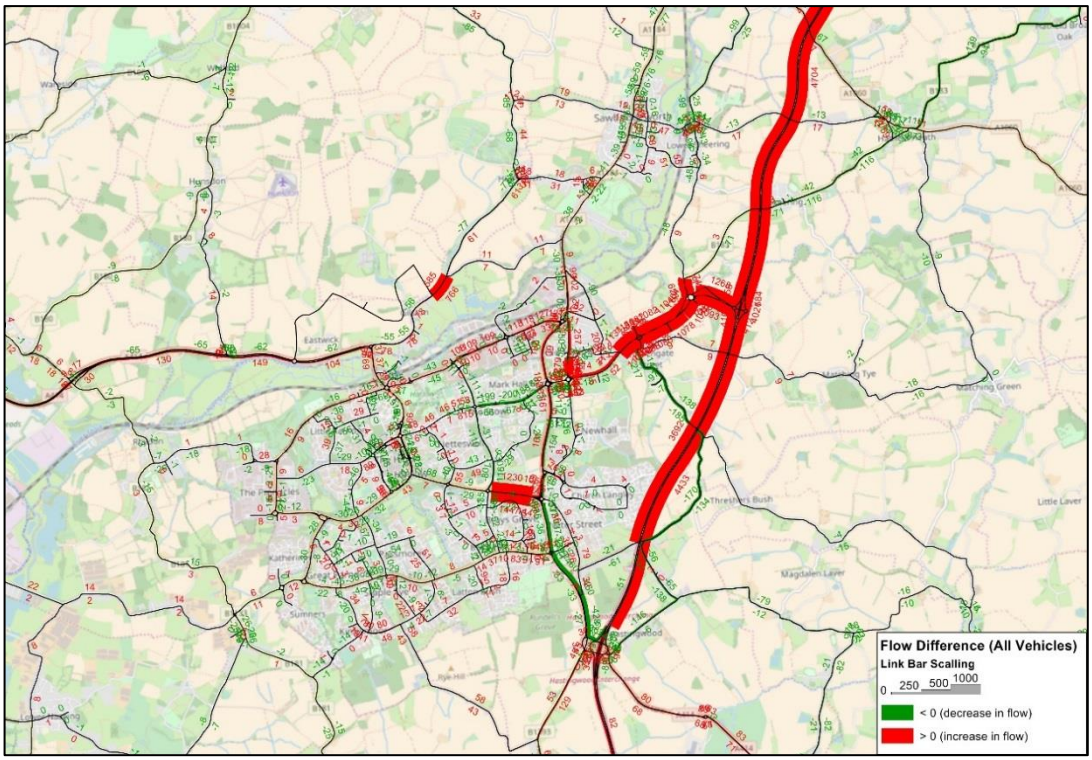


Flow differences between NTEM do-minimum and NTEM so-something scenarios in 2036

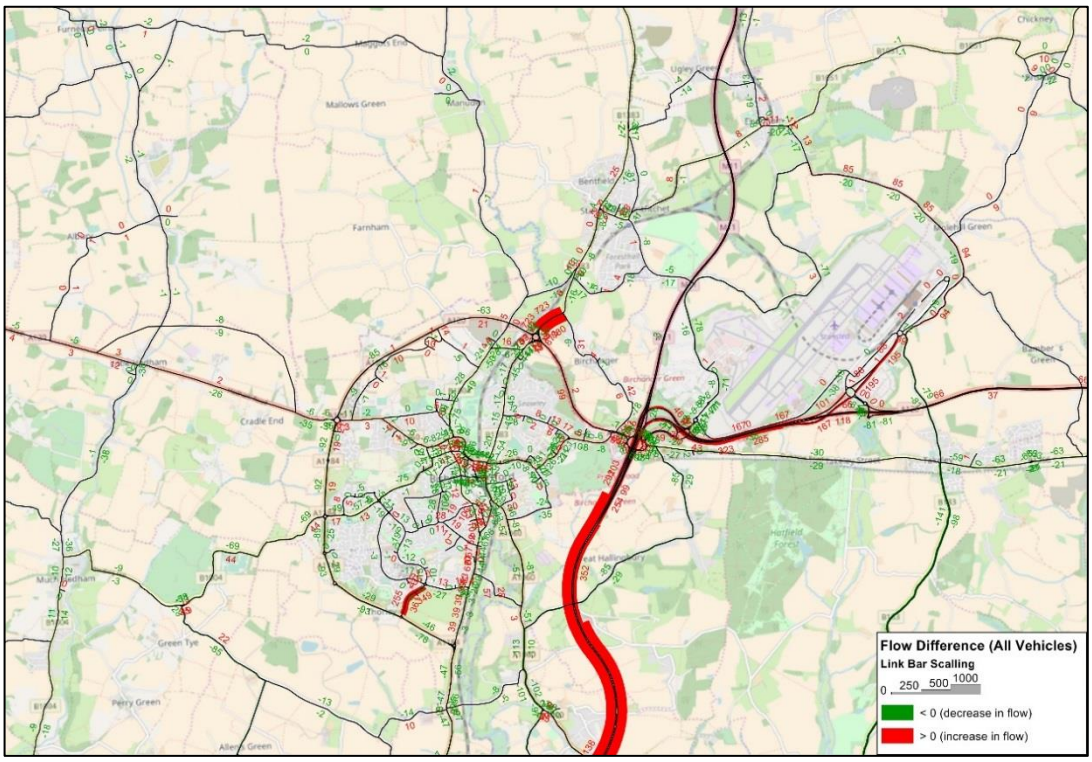
NTEM Traffic Flow Difference between DM and DS 2036 models – AM (Overview)



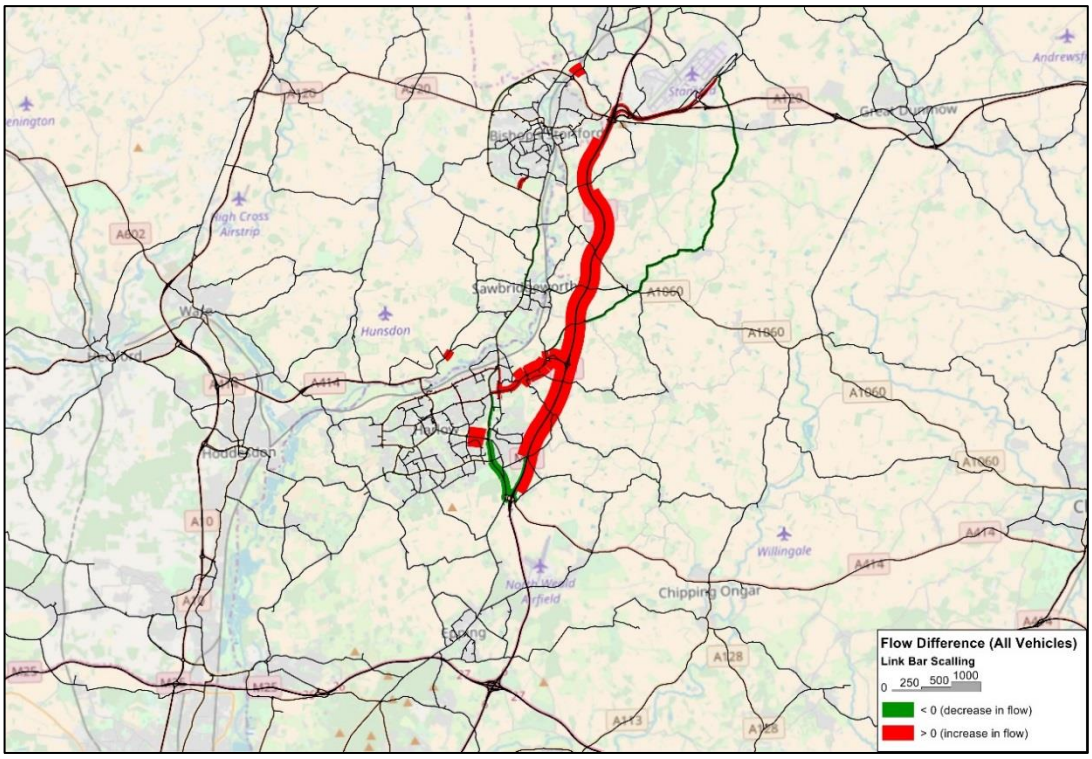
NTEM Traffic Flow Difference between DM and DS 2036 models – AM (Harlow)



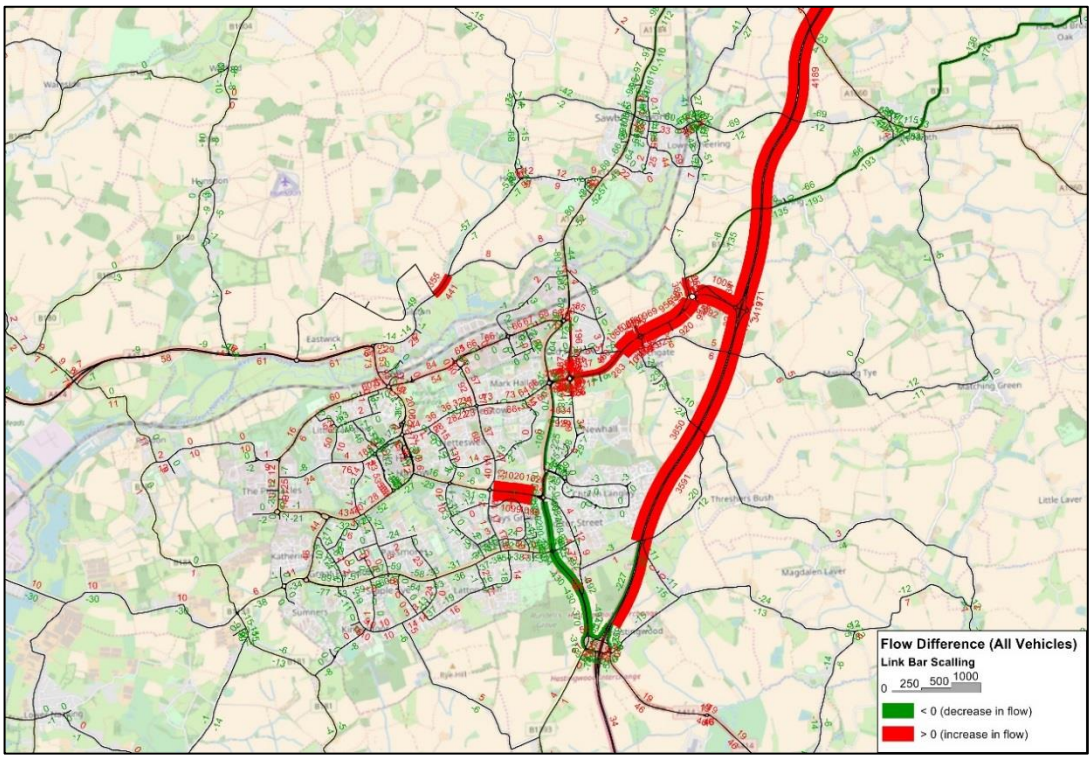
NTEM Traffic Flow Difference between DM and DS 2036 models – AM (Bishop's Stortford)



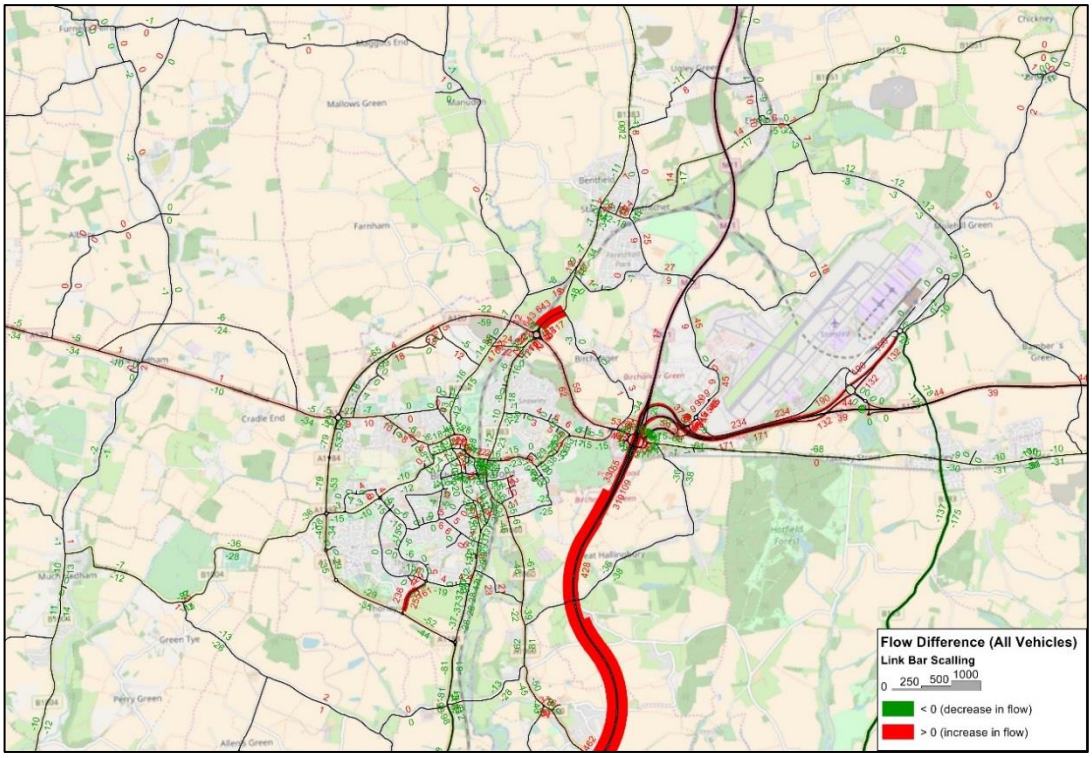
NTEM Traffic Flow Difference between DM and DS 2036 models – IP (Overview)



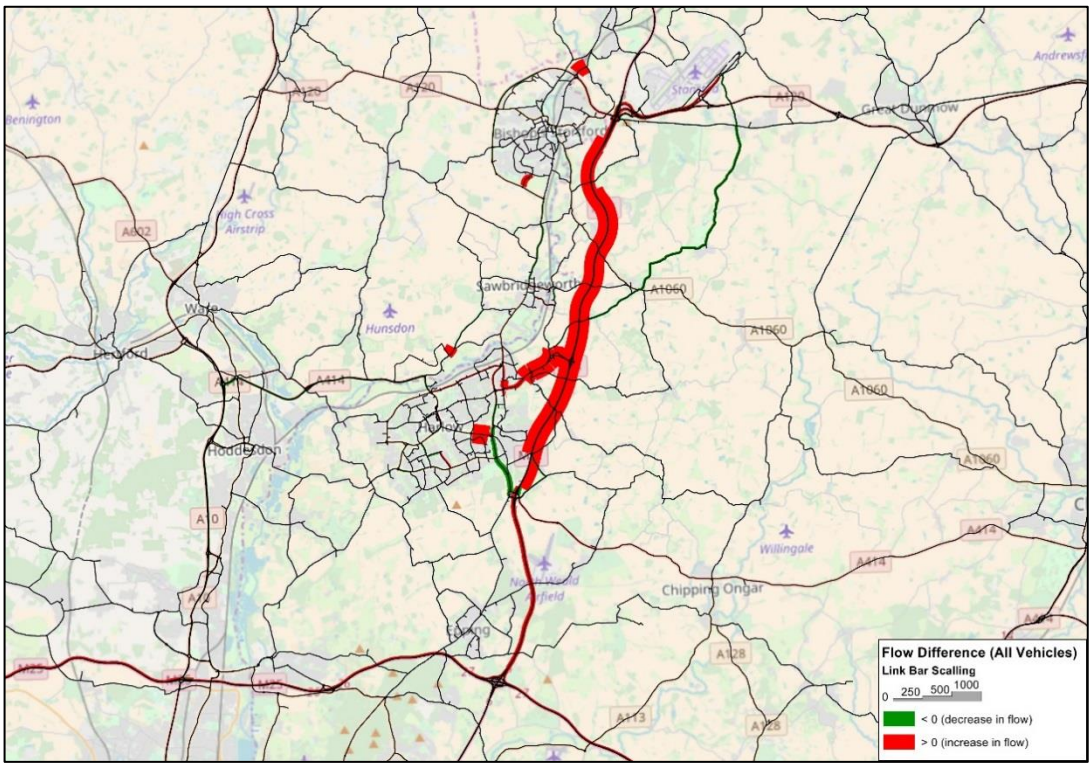
NTEM Traffic Flow Difference between DM and DS 2036 models – IP (Harlow)



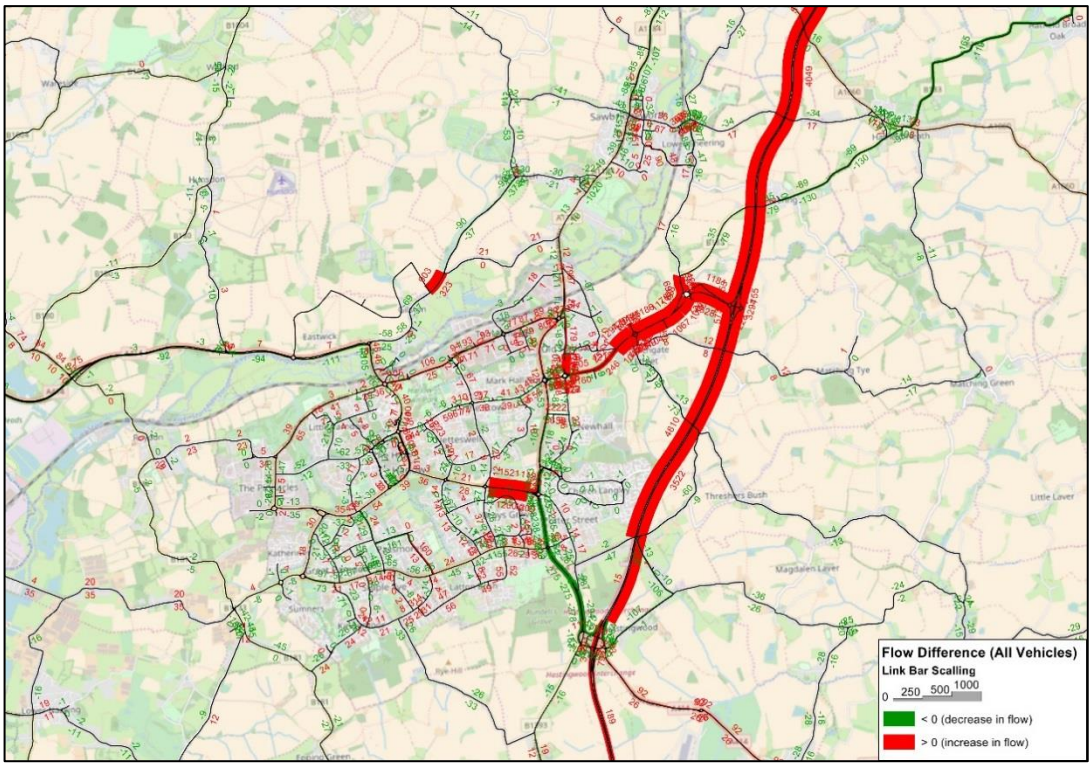
NTEM Traffic Flow Difference between DM and DS 2036 models – IP (Bishop's Stortford)



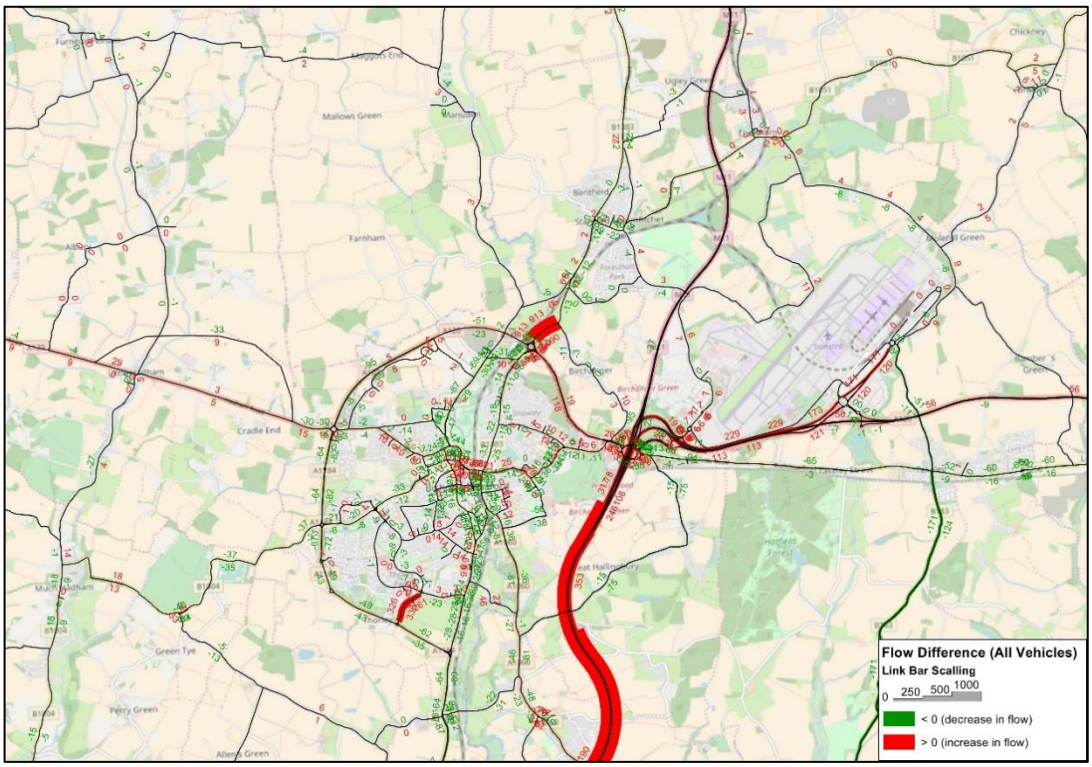
NTEM Traffic Flow Difference between DM and DS 2036 models – PM (Overview)



NTEM Traffic Flow Difference between DM and DS 2036 models – PM (Harlow)

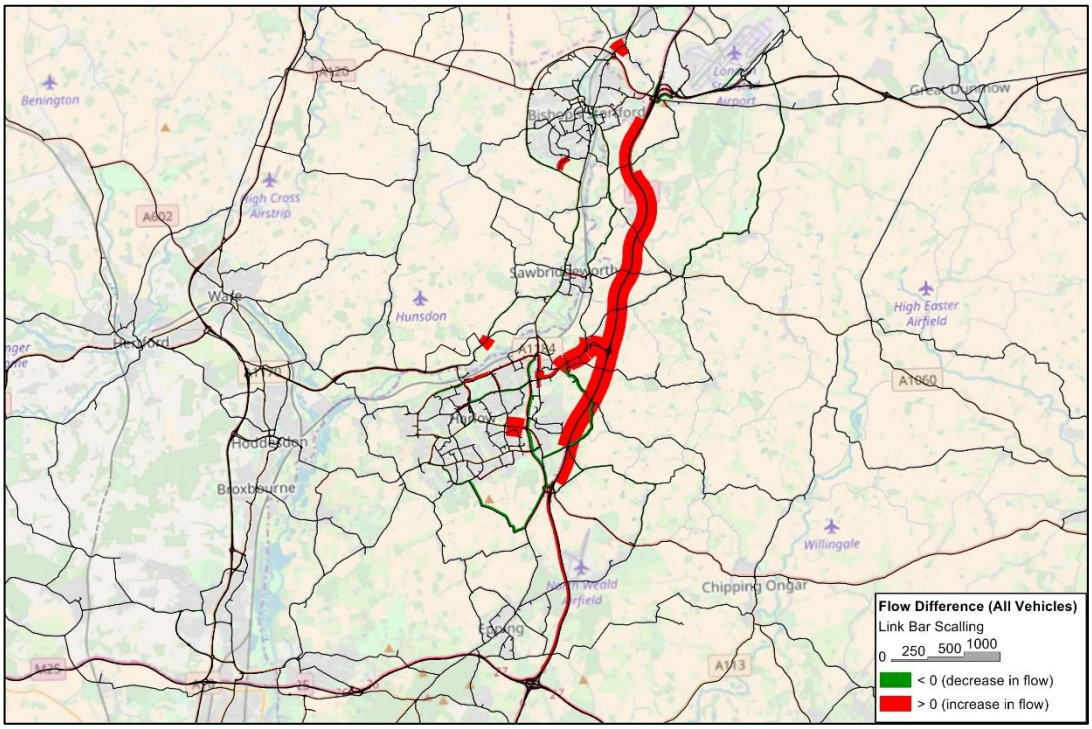


NTEM Traffic Flow Difference between DM and DS 2036 models – PM (Bishop's Stortford)

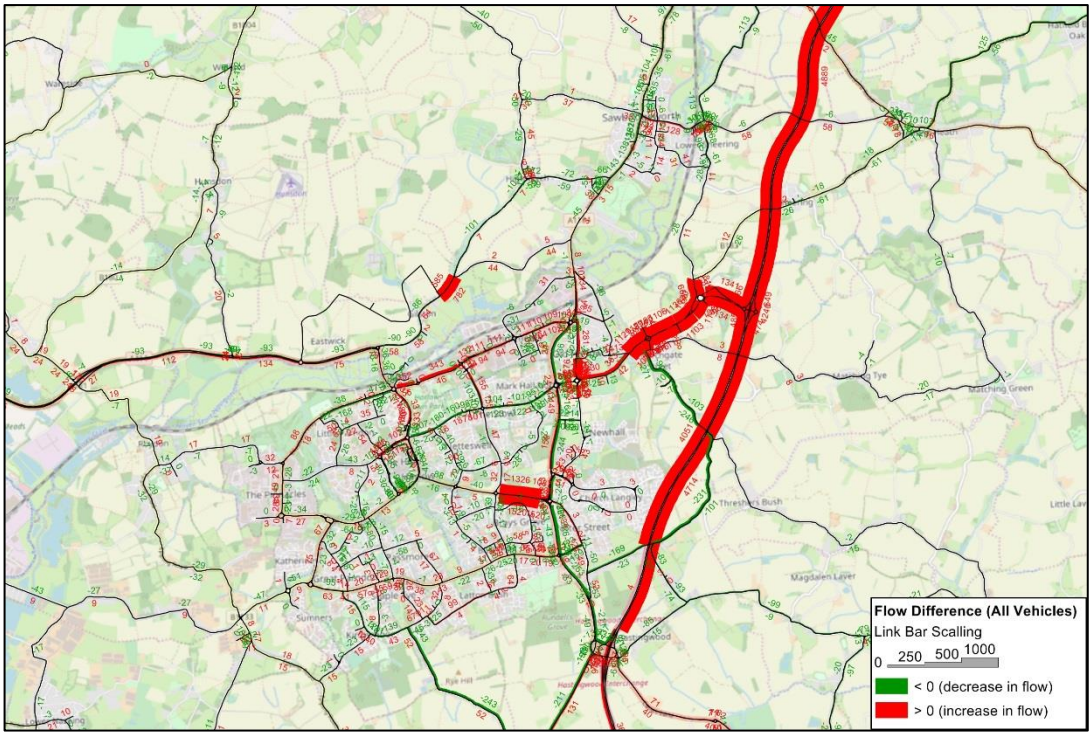


Flow differences between NTEM do-minimum and NTEM so-something scenarios in 2051

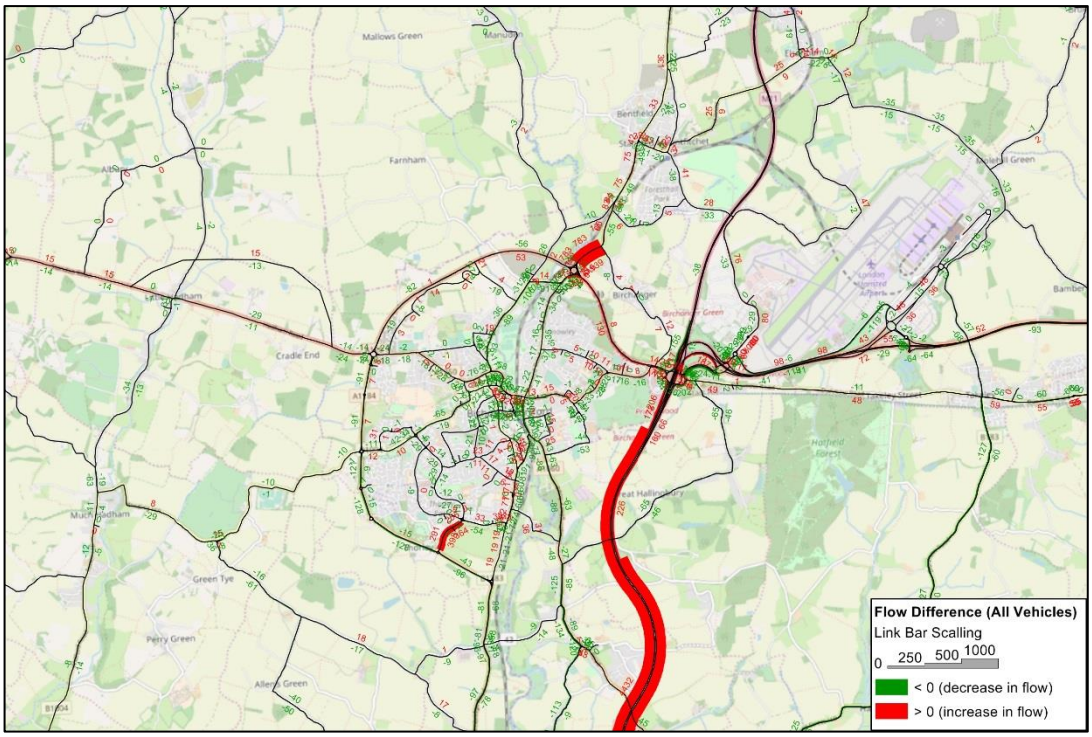
NTEM Traffic Flow Difference between DM and DS 2051 models – AM (Overview)



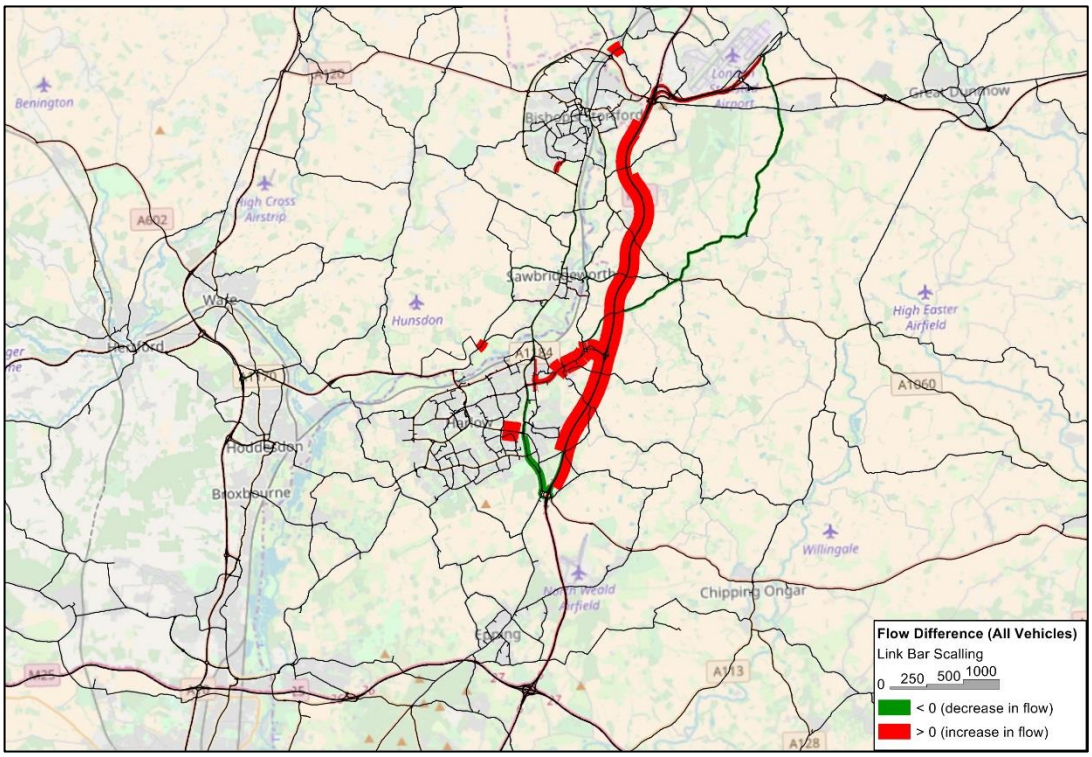
NTEM Traffic Flow Difference between DM and DS 2051 models – AM (Harlow)



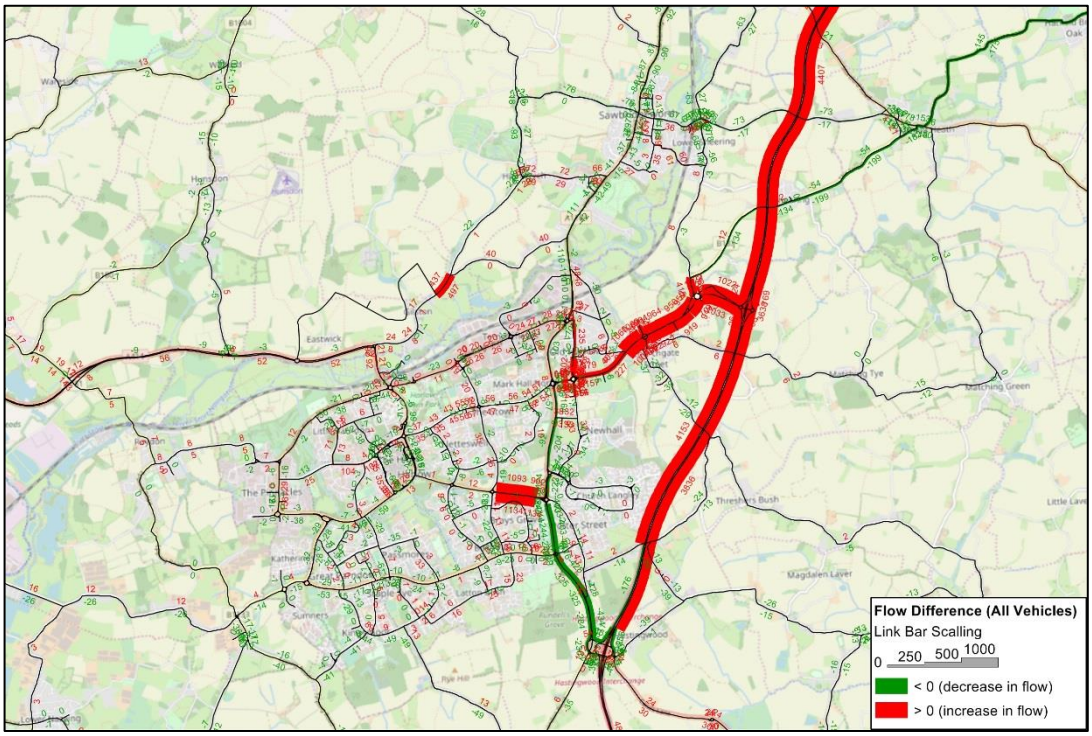
NTEM Traffic Flow Difference between DM and DS 2051 models – AM (Bishop's Stortford)



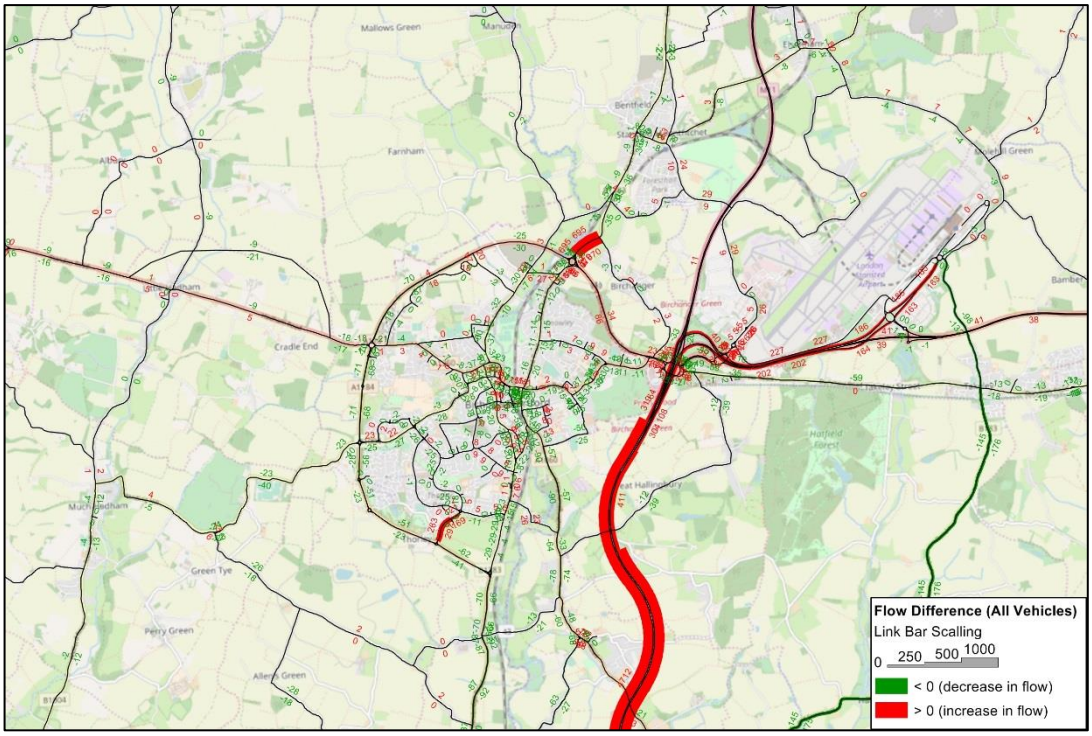
NTEM Traffic Flow Difference between DM and DS 2051 models – IP (Overview)



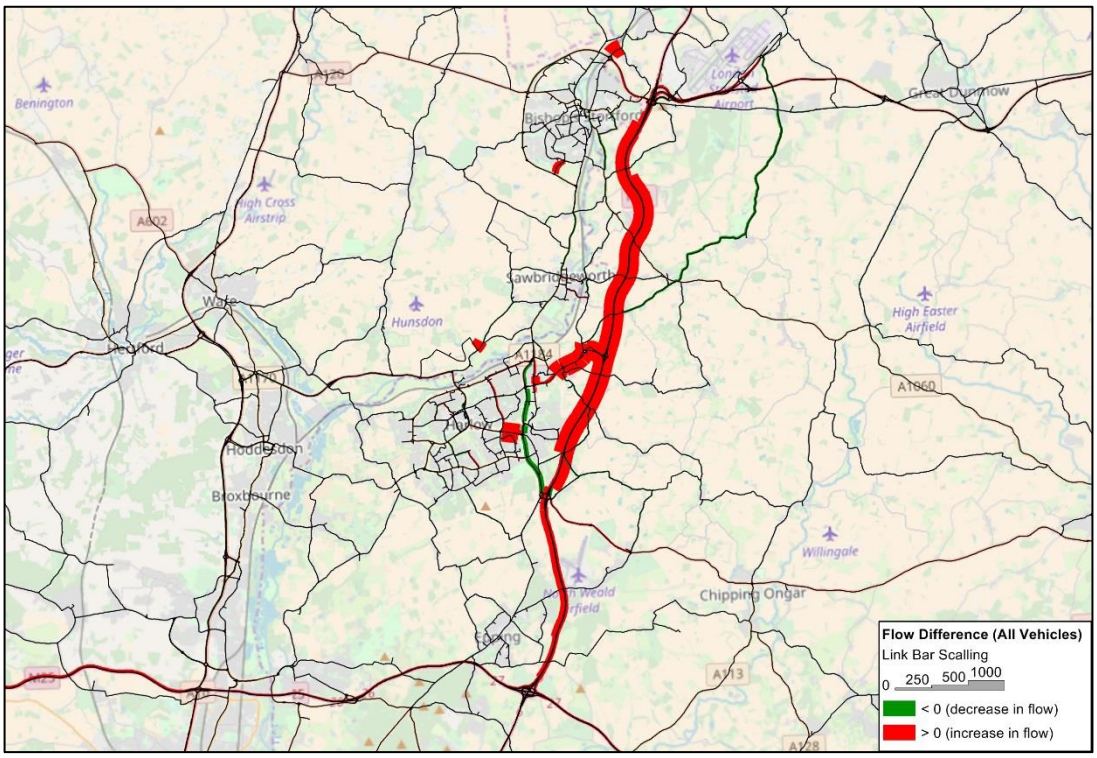
NTEM Traffic Flow Difference between DM and DS 2051 models – IP (Harlow)



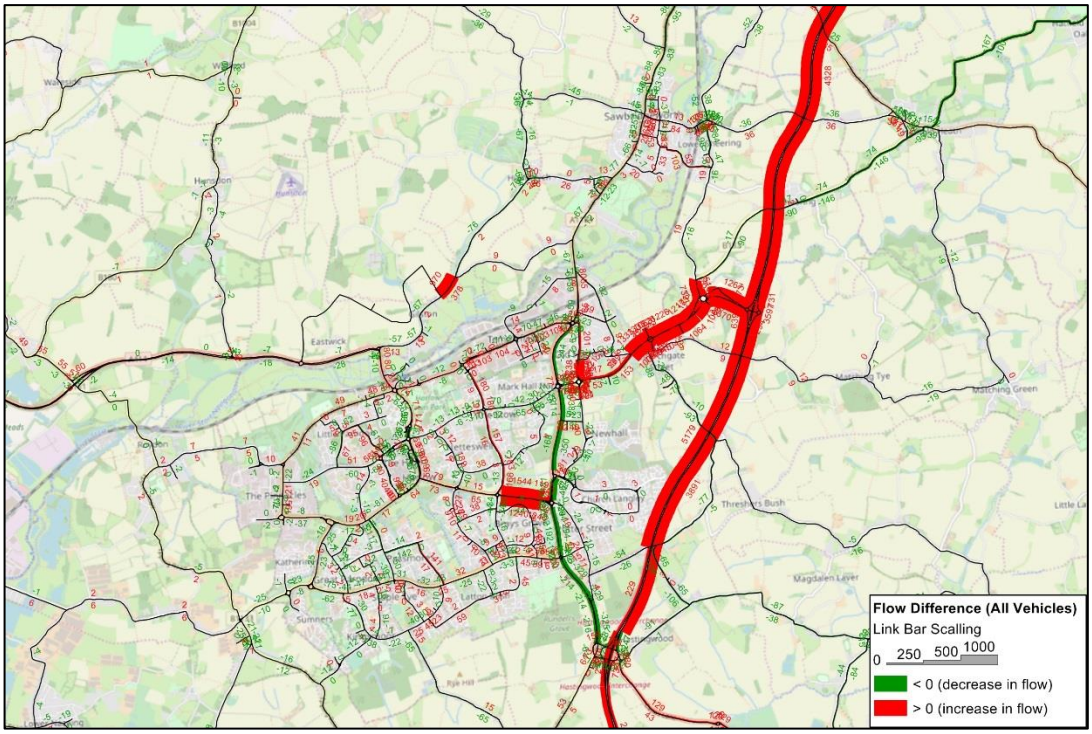
NTEM Traffic Flow Difference between DM and DS 2051 models – IP (Bishop's Stortford)



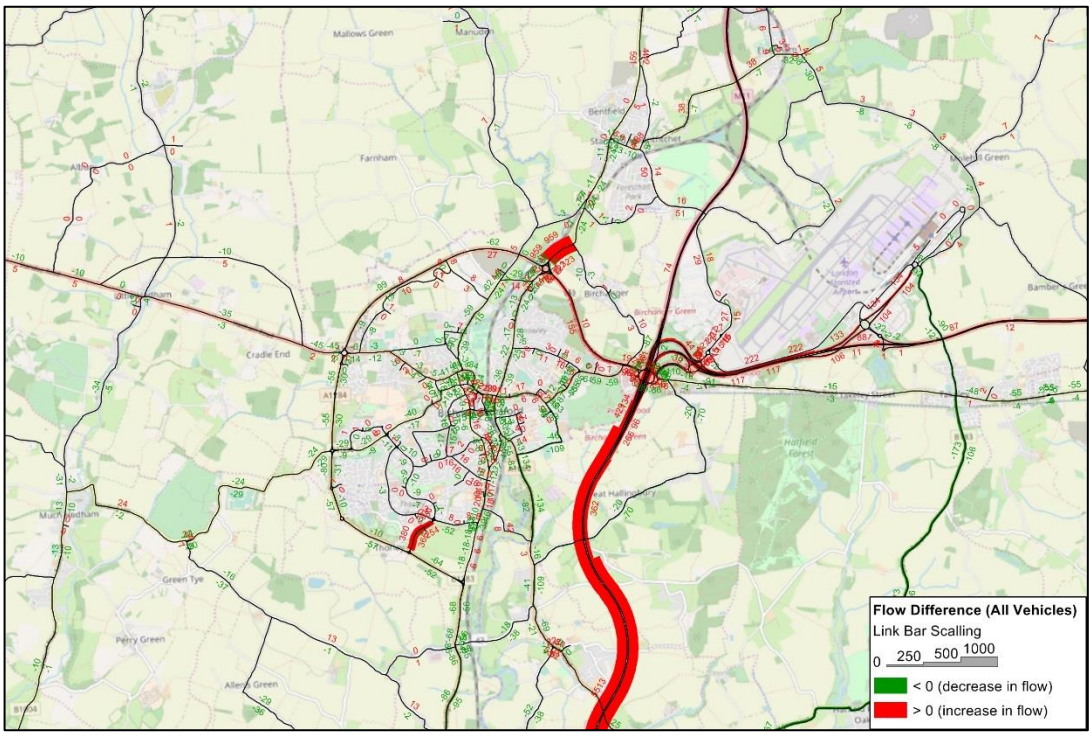
NTEM Traffic Flow Difference between DM and DS 2051 models – PM (Overview)



NTEM Traffic Flow Difference between DM and DS 2051 models – PM (Harlow)

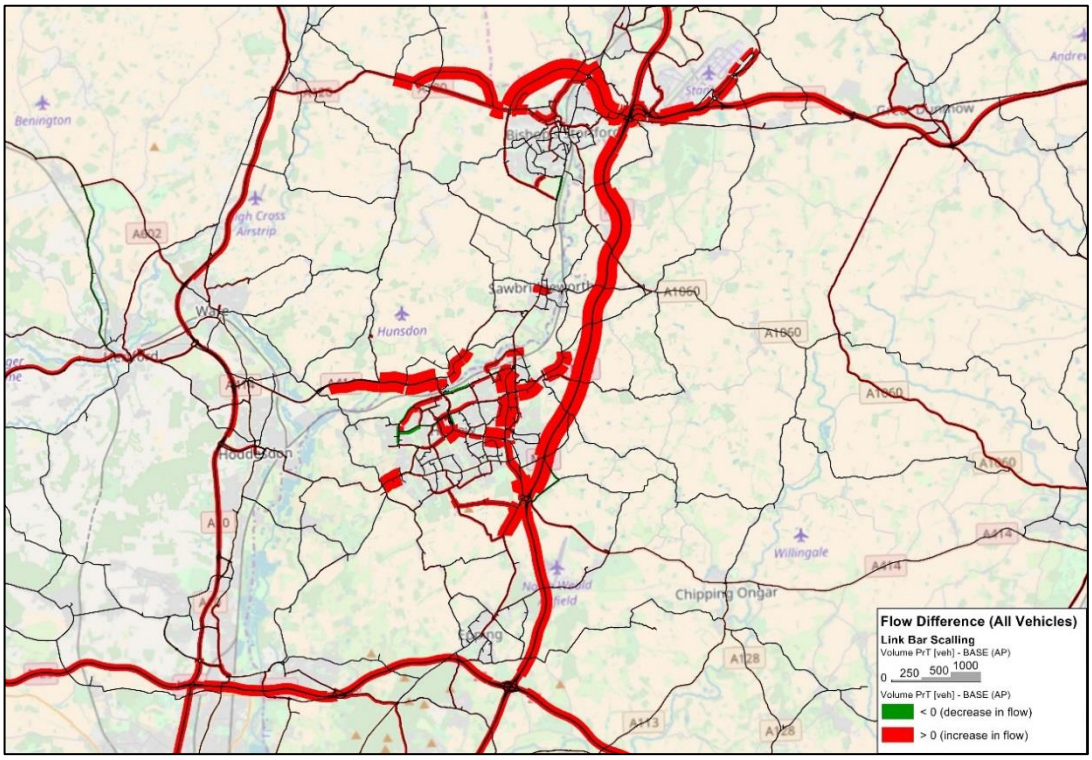


NTEM Traffic Flow Difference between DM and DS 2051 models – PM (Bishop's Stortford)

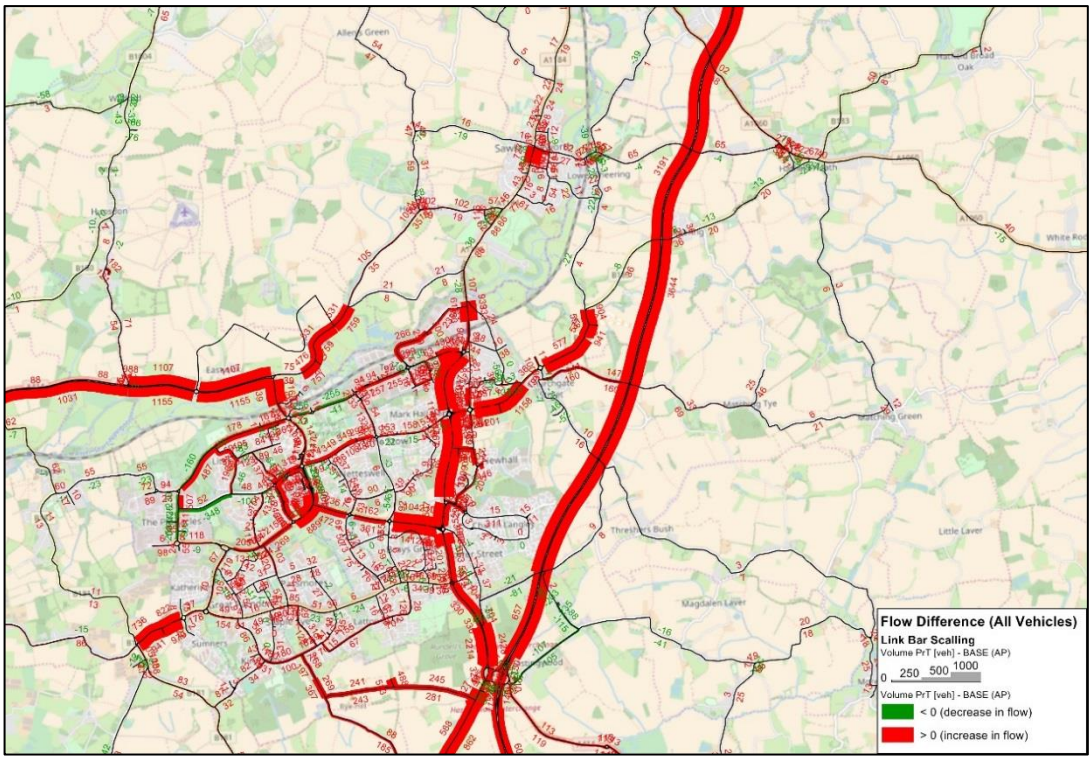


Flow differences between the base year and medium do-minimum 2021 scenarios

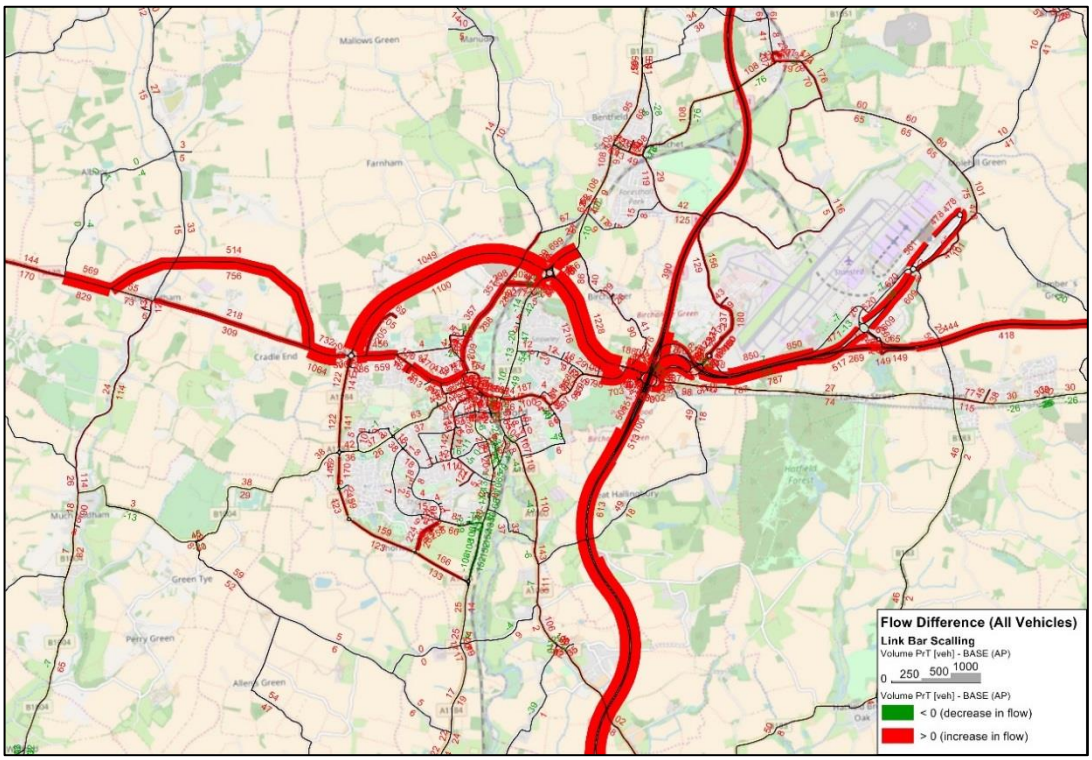
Medium Traffic Flow Difference between Base 2014 and DM 2021 models – AM (Overview)



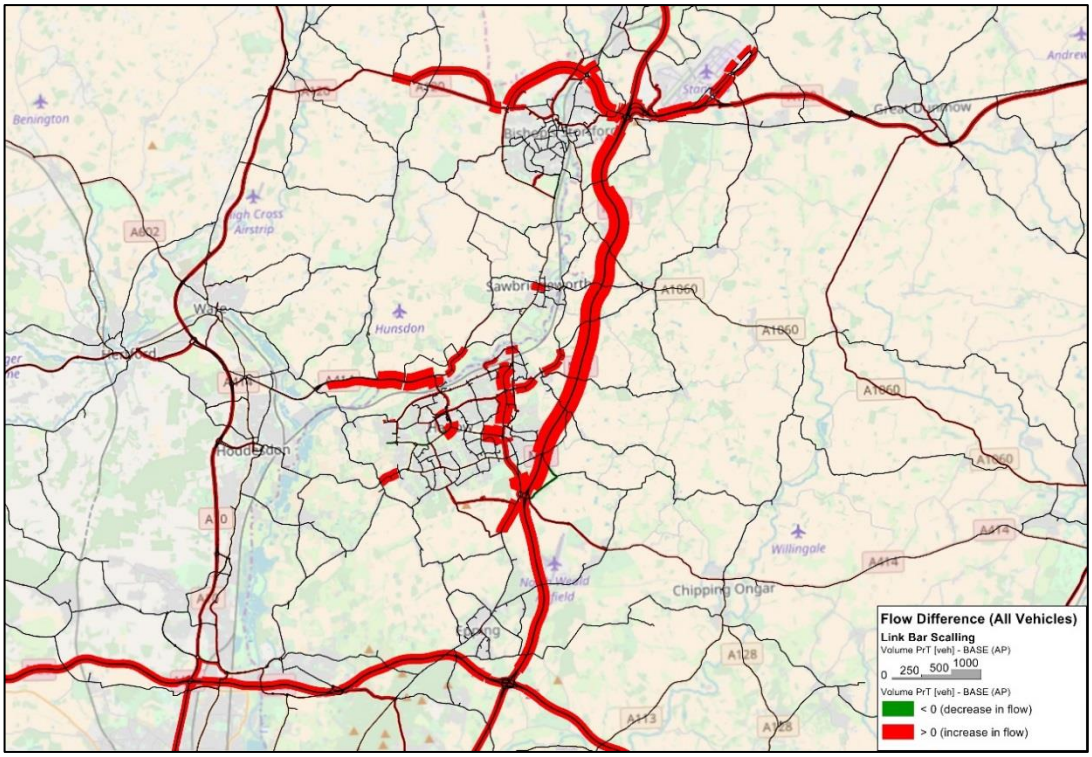
Medium Traffic Flow Difference between Base 2014 and DM 2021 models – AM (Harlow)



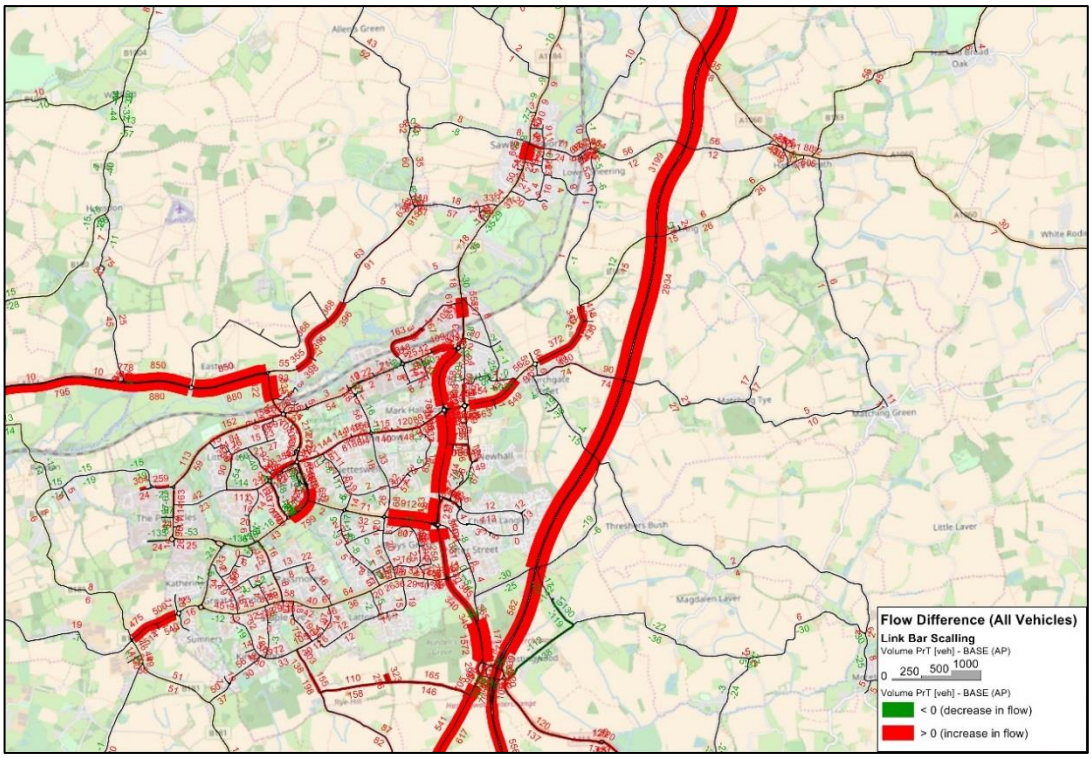
Medium Traffic Flow Difference between Base 2014 and DM 2021 models – AM (Bishop's Stortford)



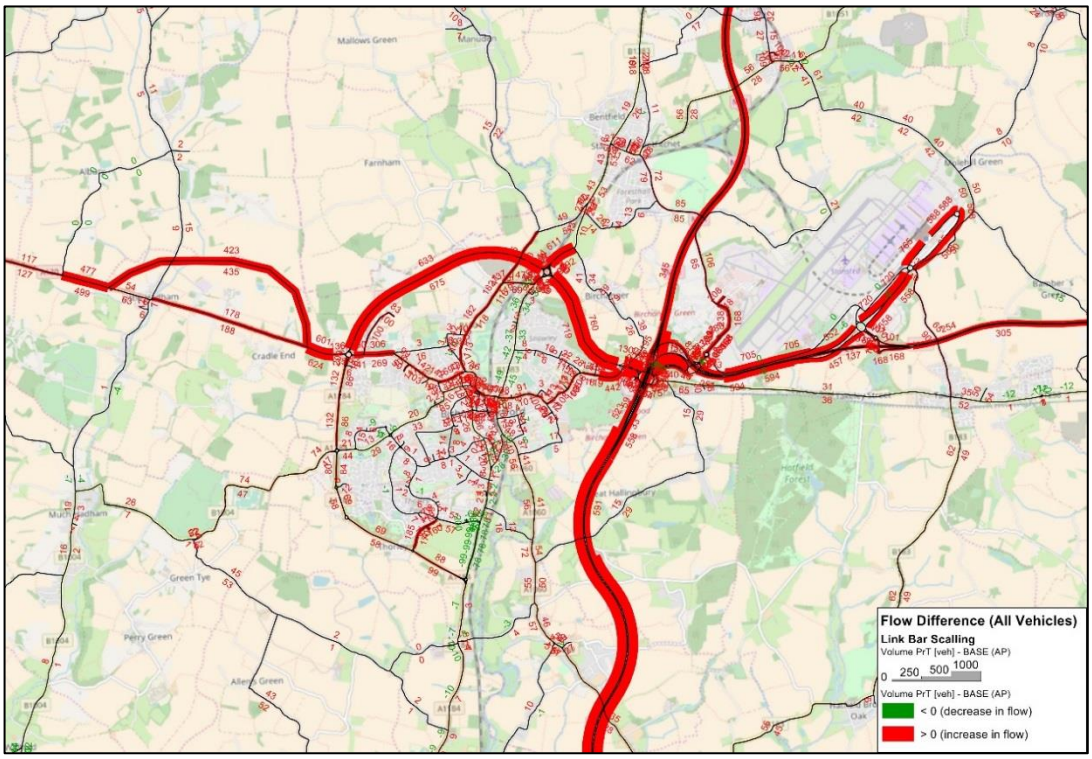
Medium Traffic Flow Difference between Base 2014 and DM 2021 models – IP (Overview)



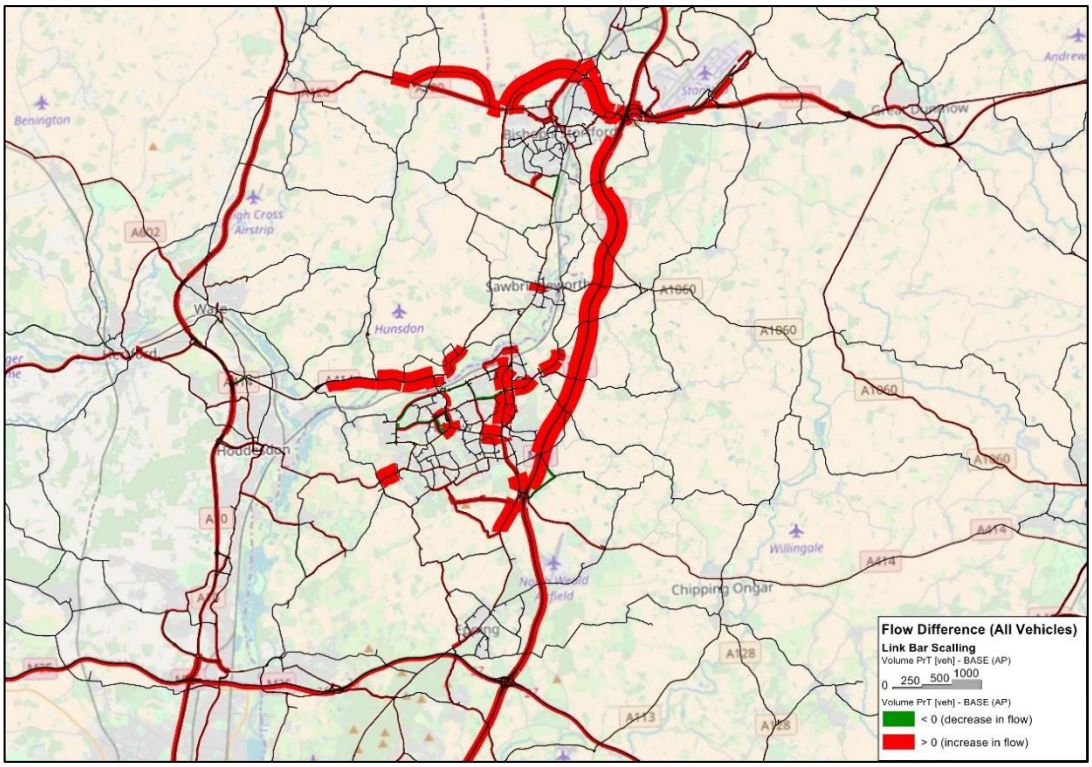
Medium Traffic Flow Difference between Base 2014 and DM 2021 models – IP (Harlow)



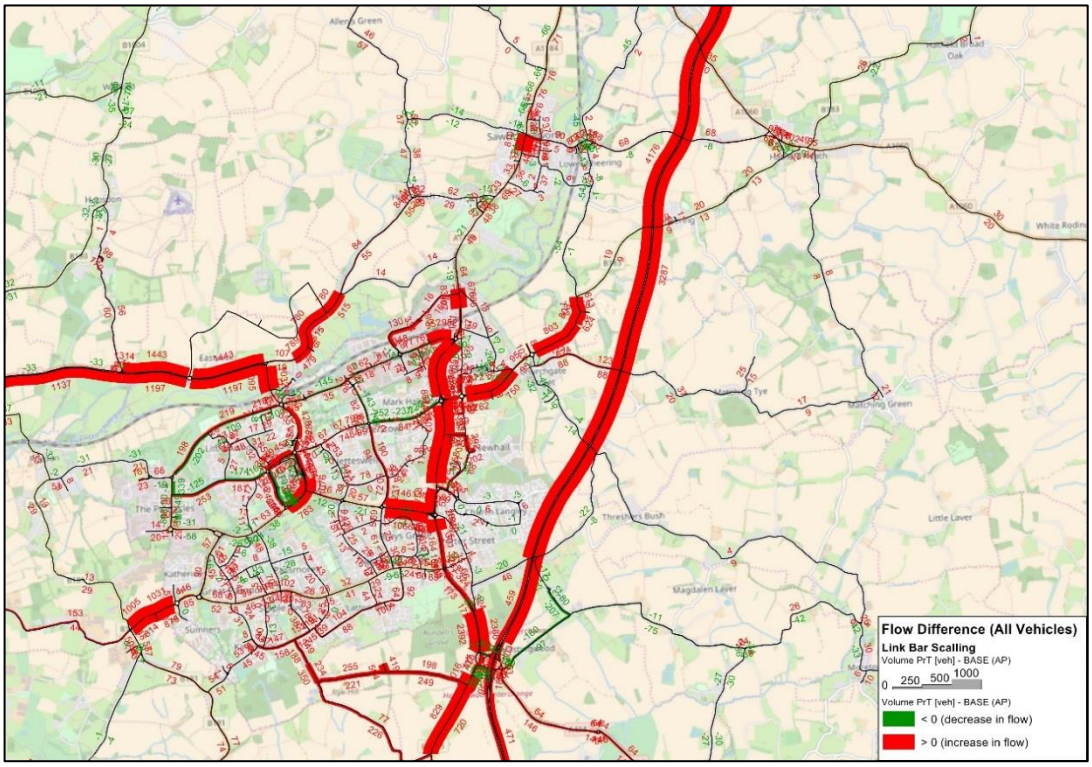
Medium Traffic Flow Difference between Base 2014 and DM 2021 models – IP (Bishop's Stortford)



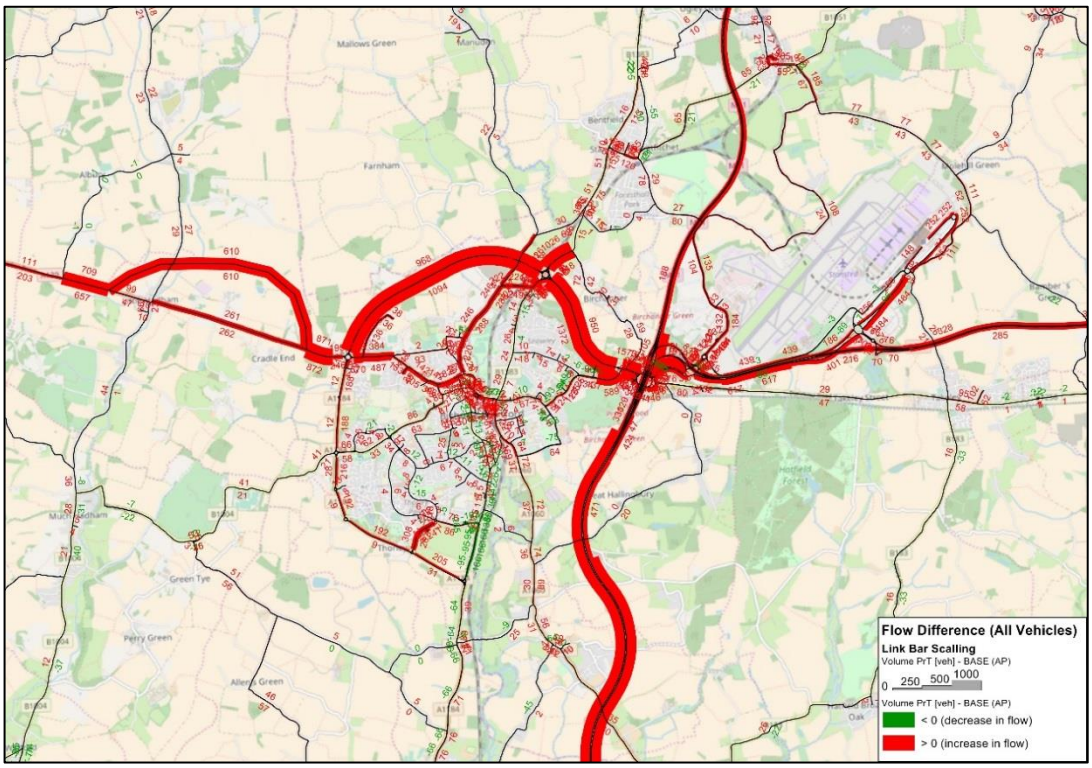
Medium Traffic Flow Difference between Base 2014 and DM 2021 models – PM (Overview)



Medium Traffic Flow Difference between Base 2014 and DM 2021 models – PM (Harlow)

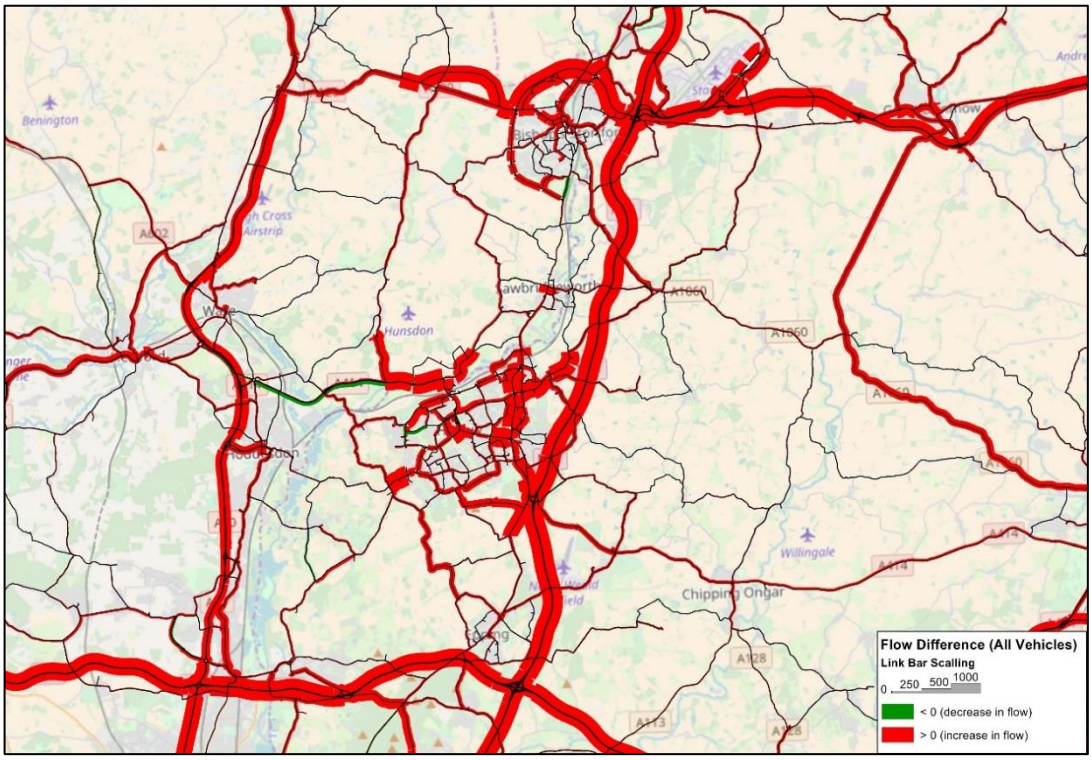


Medium Traffic Flow Difference between Base 2014 and DM 2021 models – PM (Bishop's Stortford)

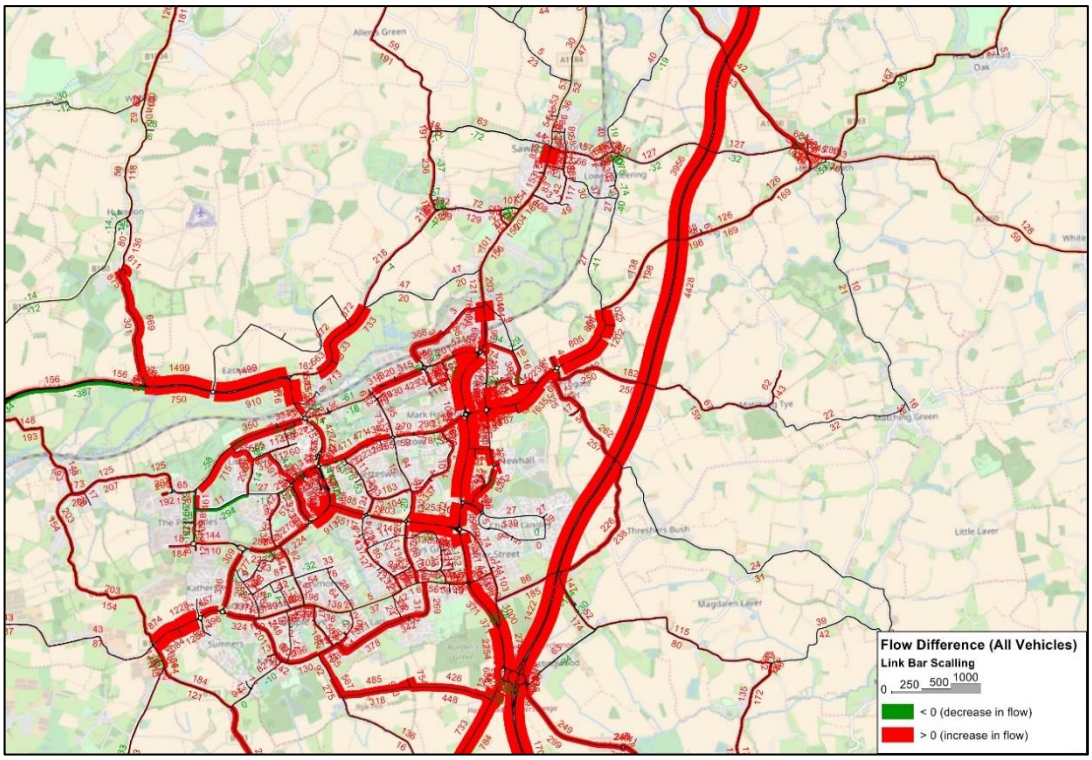


Flow differences between base year and medium do-minimum 2036 scenarios

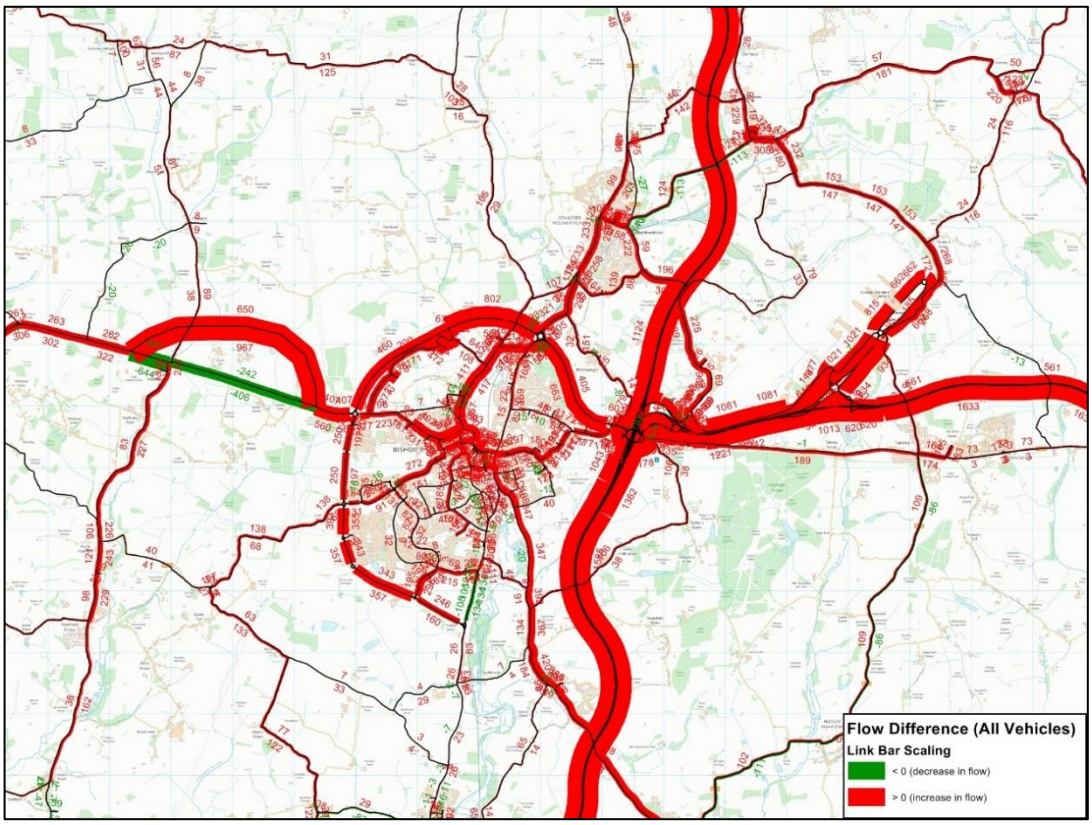
Medium Traffic Flow Difference between Base 2014 and DM 2036 models – AM (Overview)



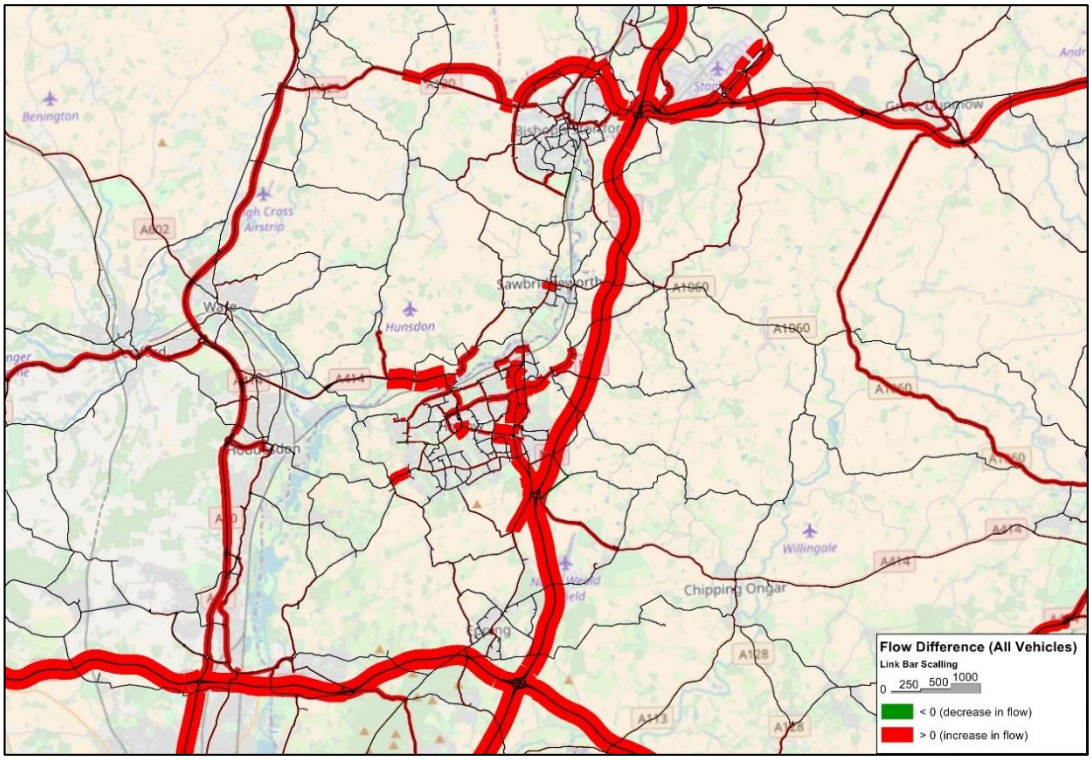
Medium Traffic Flow Difference between Base 2014 and DM 2036 models – AM (Harlow)



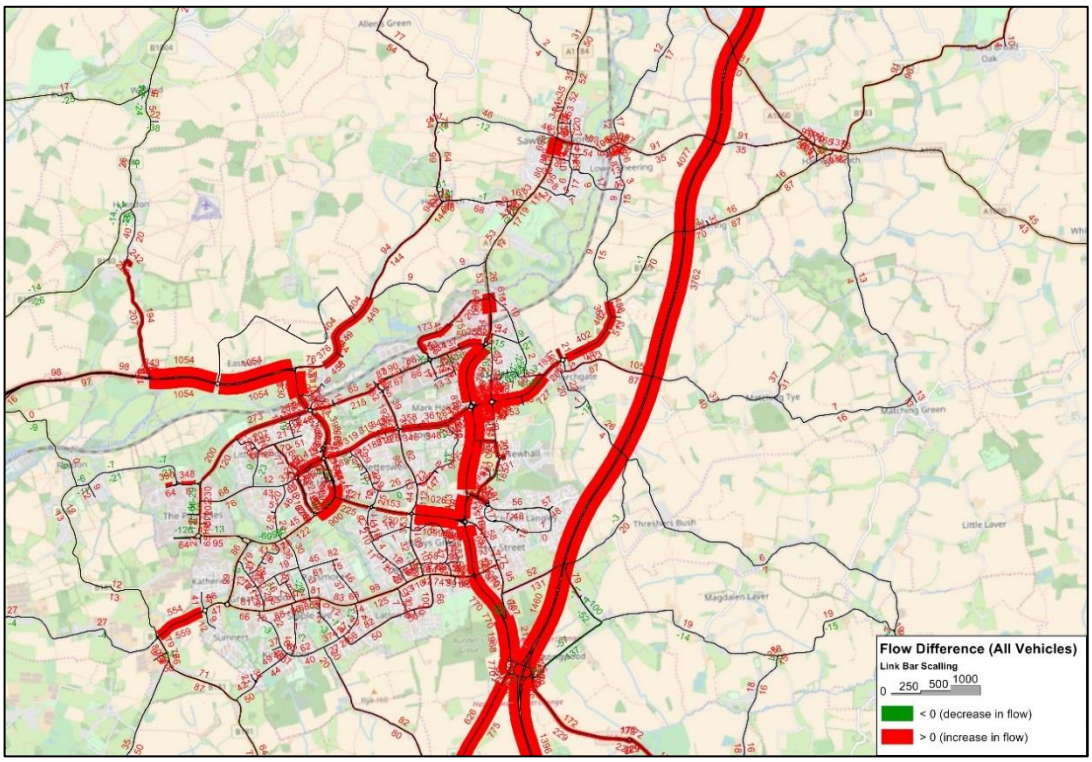
Medium Traffic Flow Difference between Base 2014 and DM 2036 models – AM (Bishop's Stortford)



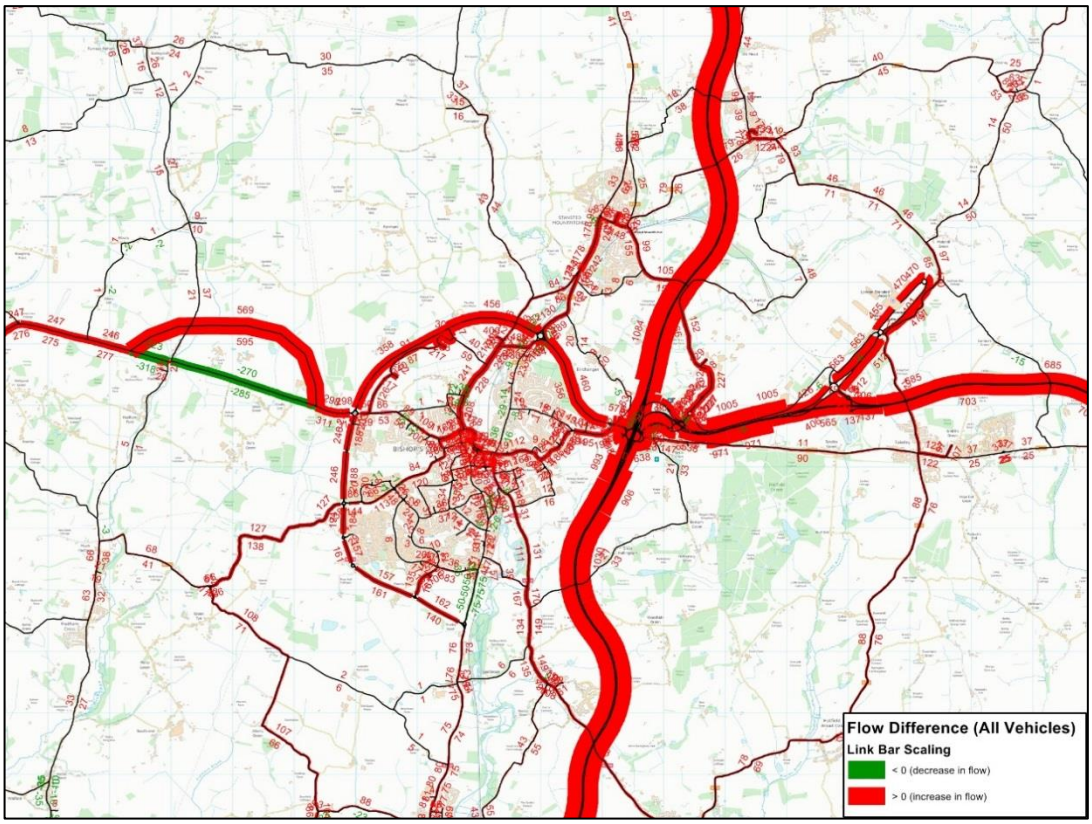
Medium Traffic Flow Difference between Base 2014 and DM 2036 models – IP (Overview)



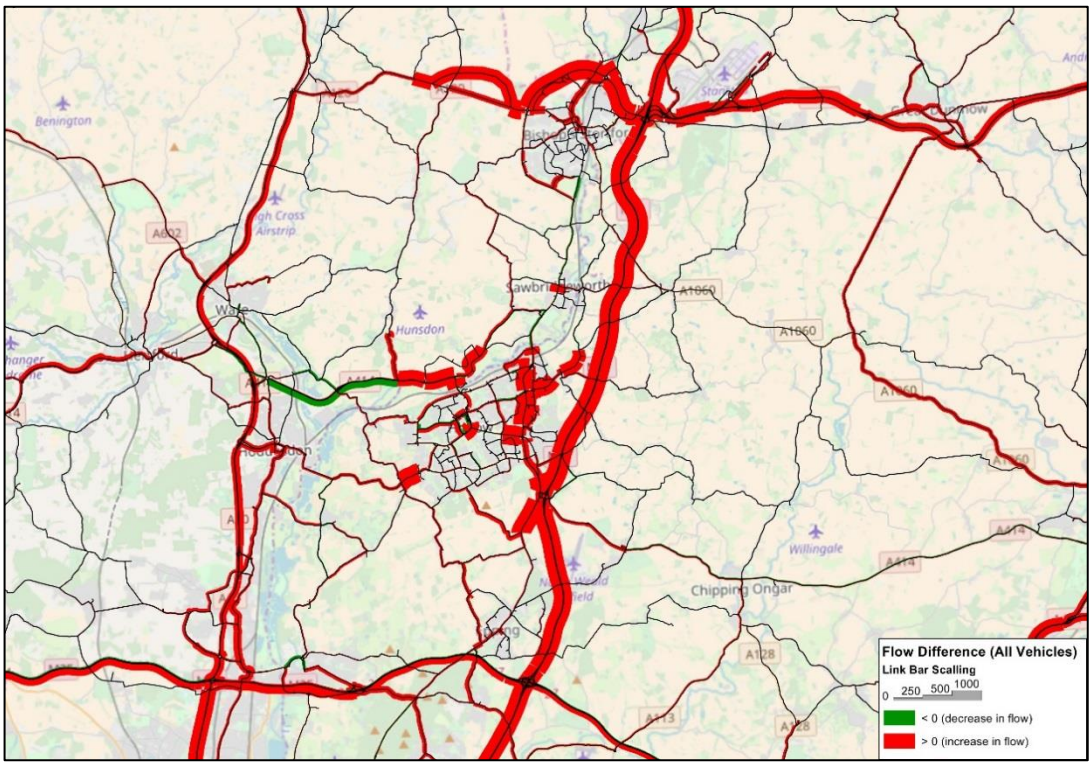
Medium Traffic Flow Difference between Base 2014 and DM 2036 models – IP (Harlow)



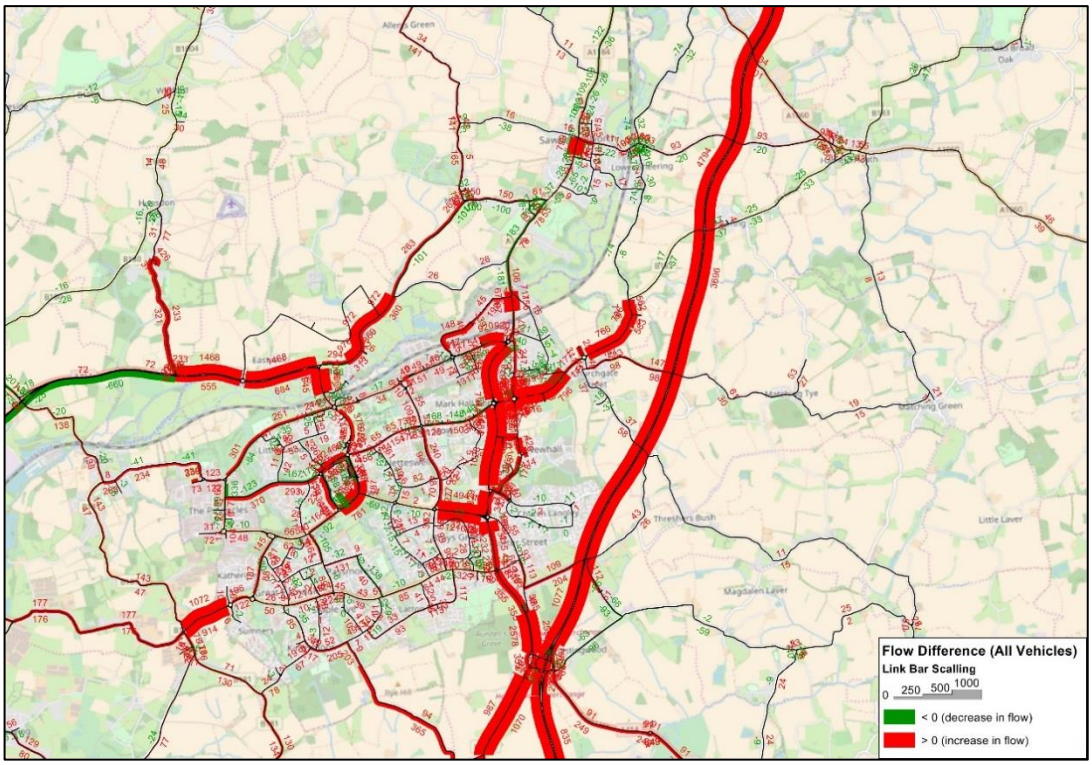
Medium Traffic Flow Difference between Base 2014 and DM 2036 models – IP (Bishop's Stortford)



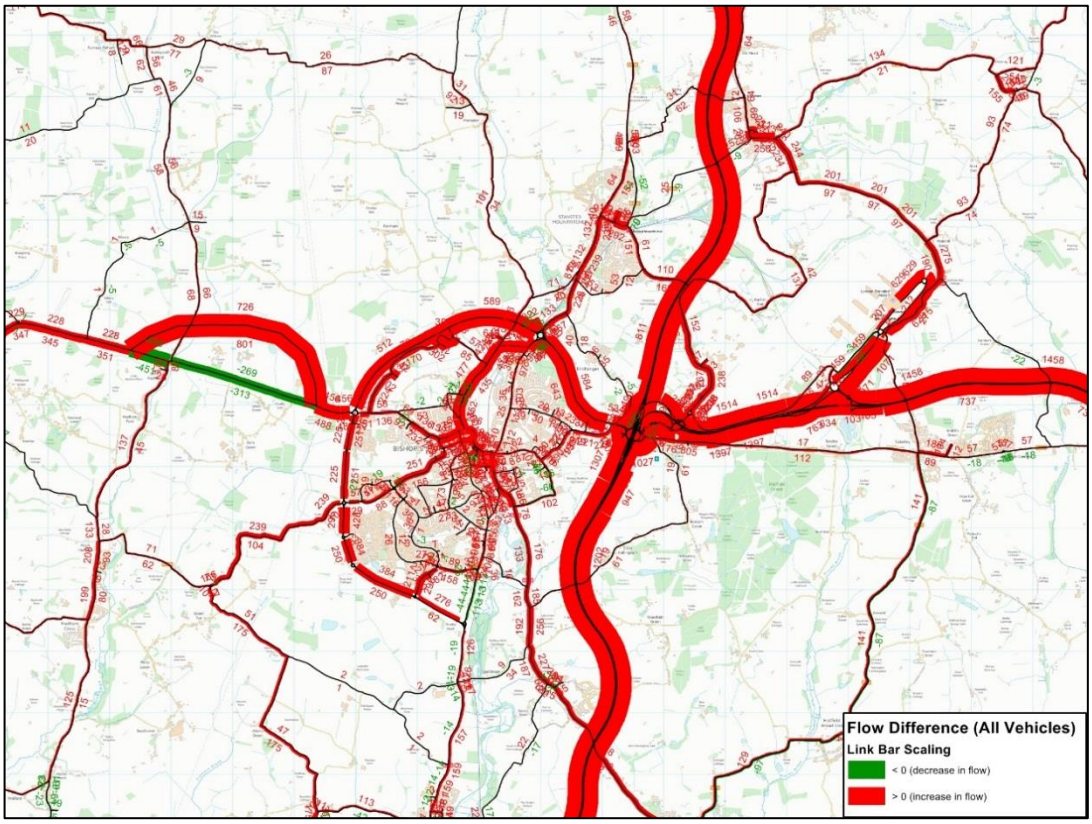
Medium Traffic Flow Difference between Base 2014 and DM 2036 models – PM (Overview)



Medium Traffic Flow Difference between Base 2014 and DM 2036 models – PM (Harlow)

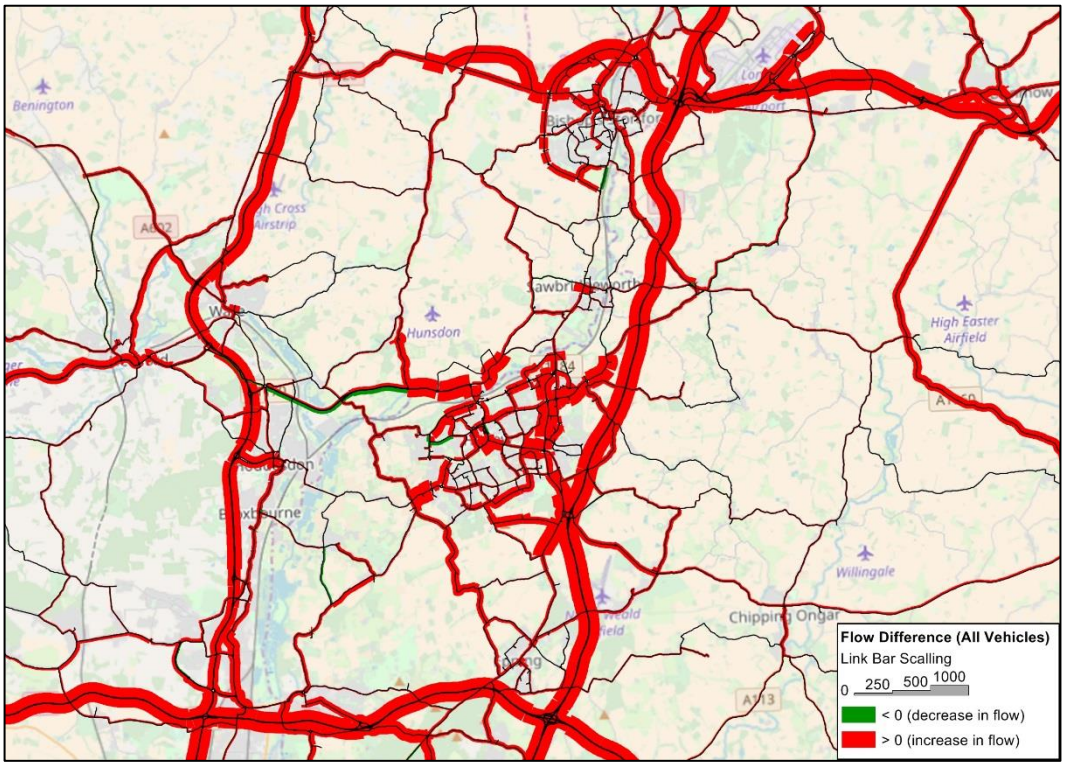


Medium Traffic Flow Difference between Base 2014 and DM 2036 models – PM (Bishop's Stortford)

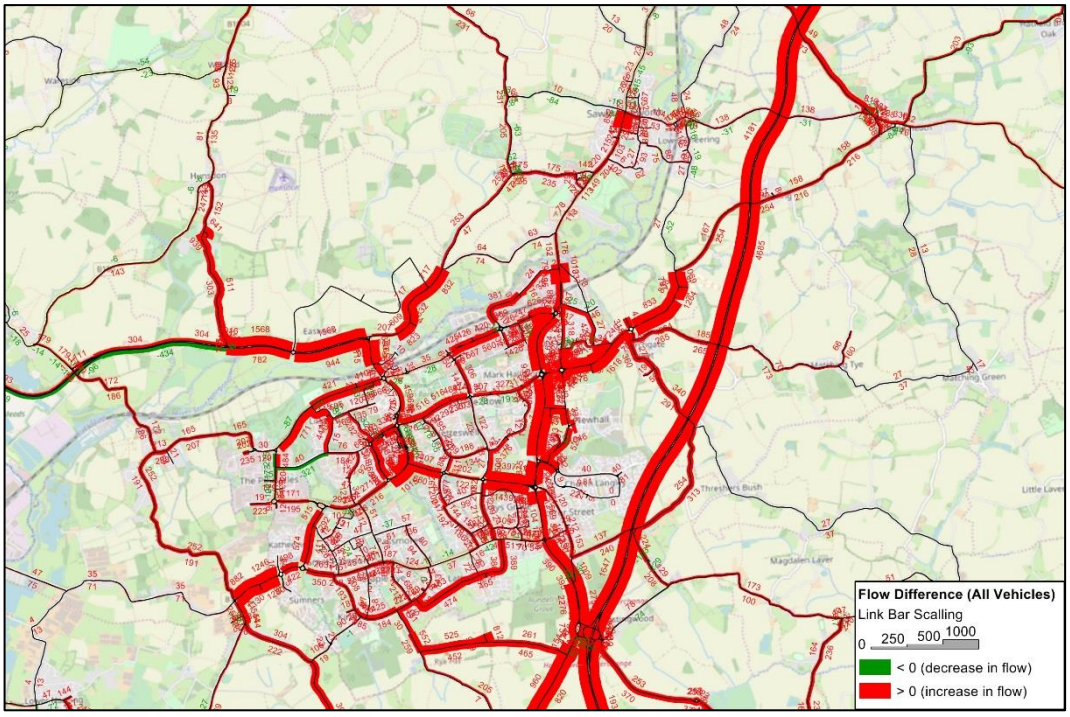


Flow differences between base year and medium do-minimum 2051 scenarios

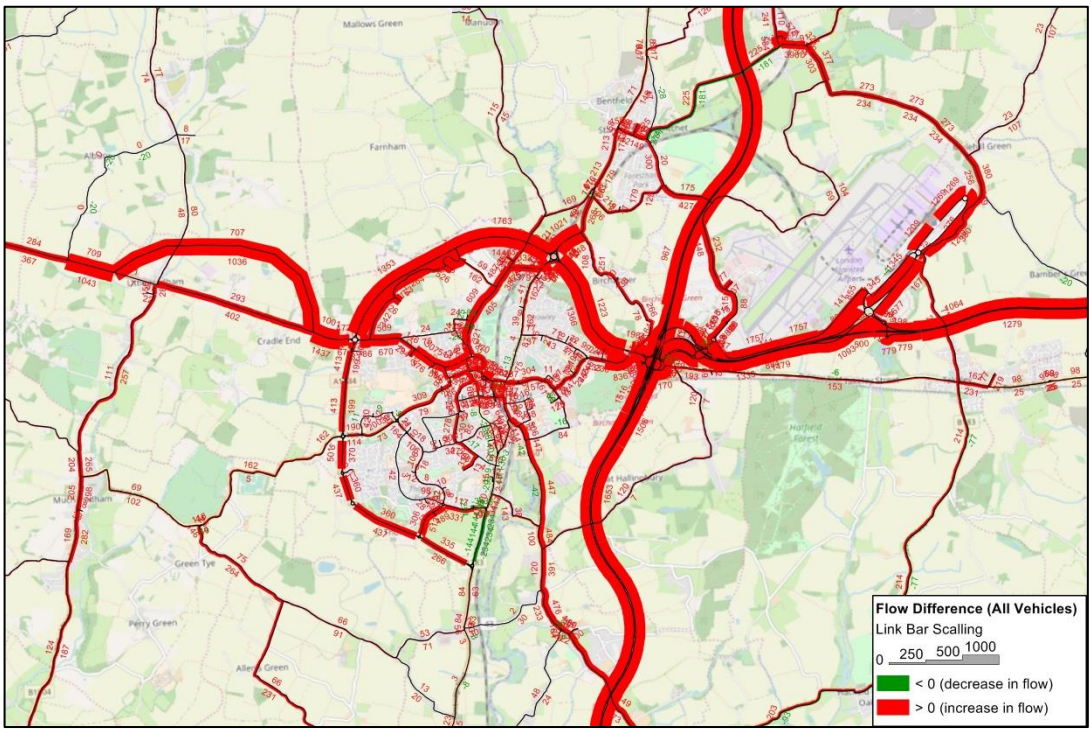
Medium Traffic Flow Difference between Base 2014 and DM 2051 models – AM (Overview)



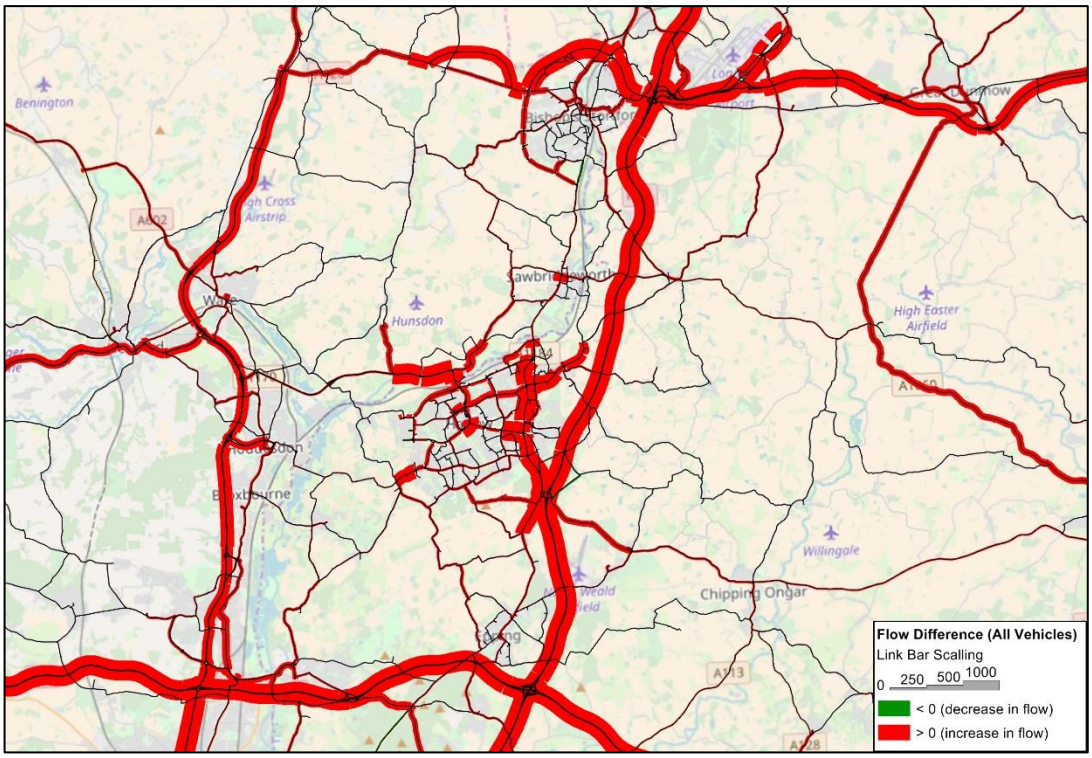
Medium Traffic Flow Difference between Base 2014 and DM 2051 models – AM (Harlow)



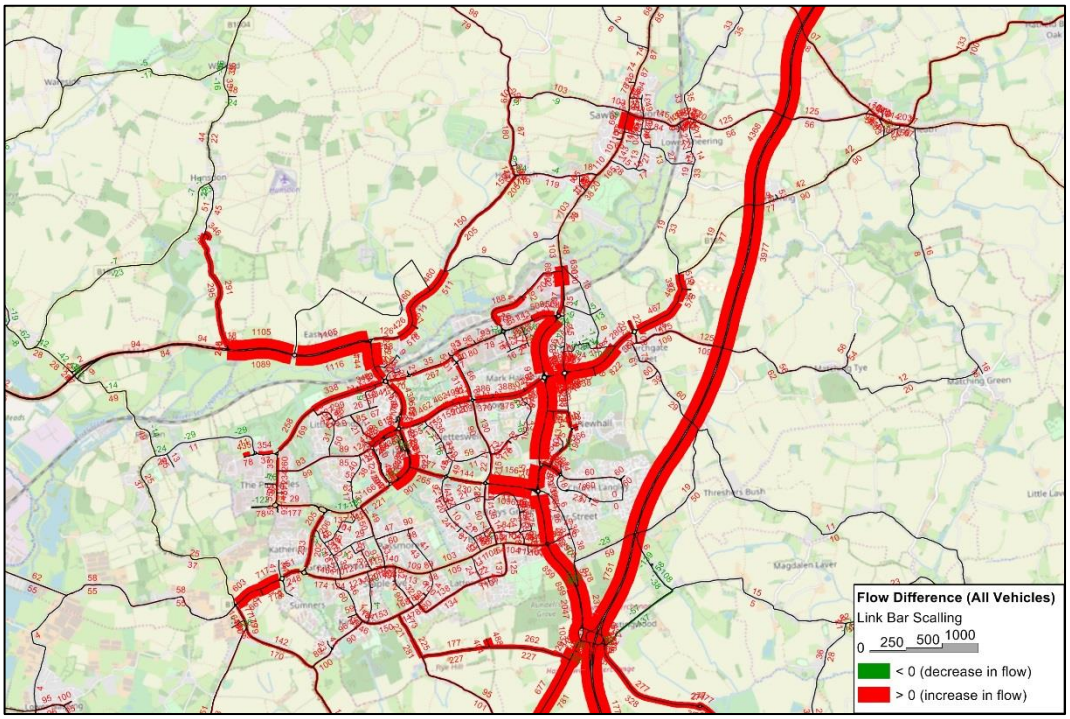
Medium Traffic Flow Difference between Base 2014 and DM 2051 models – AM (Bishop's Stortford)



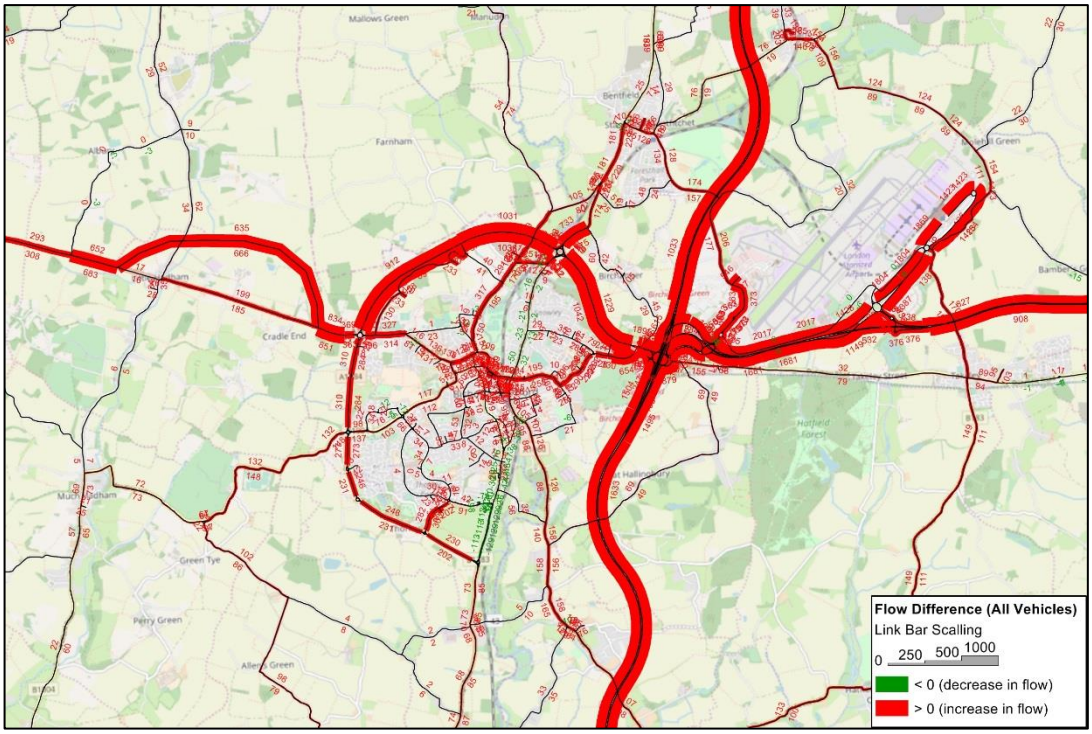
Medium Traffic Flow Difference between Base 2014 and DM 2051 models – IP (Overview)



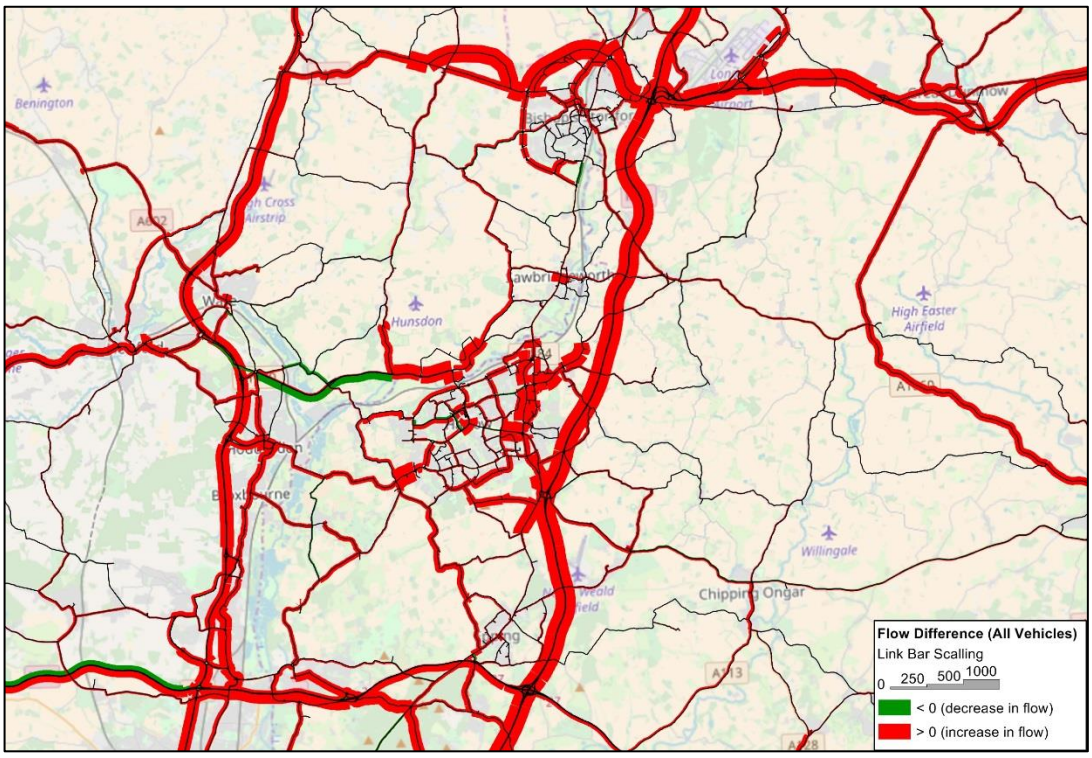
Medium Traffic Flow Difference between Base 2014 and DM 2051 models – IP (Harlow)



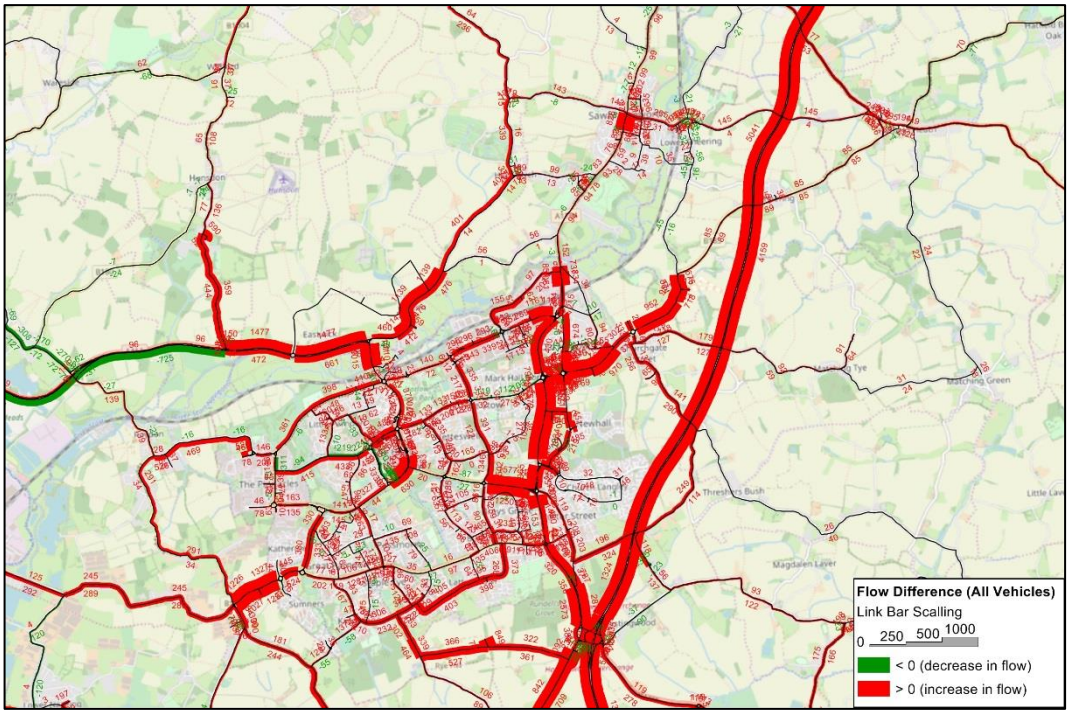
Medium Traffic Flow Difference between Base 2014 and DM 2051 models – IP (Bishop's Stortford)



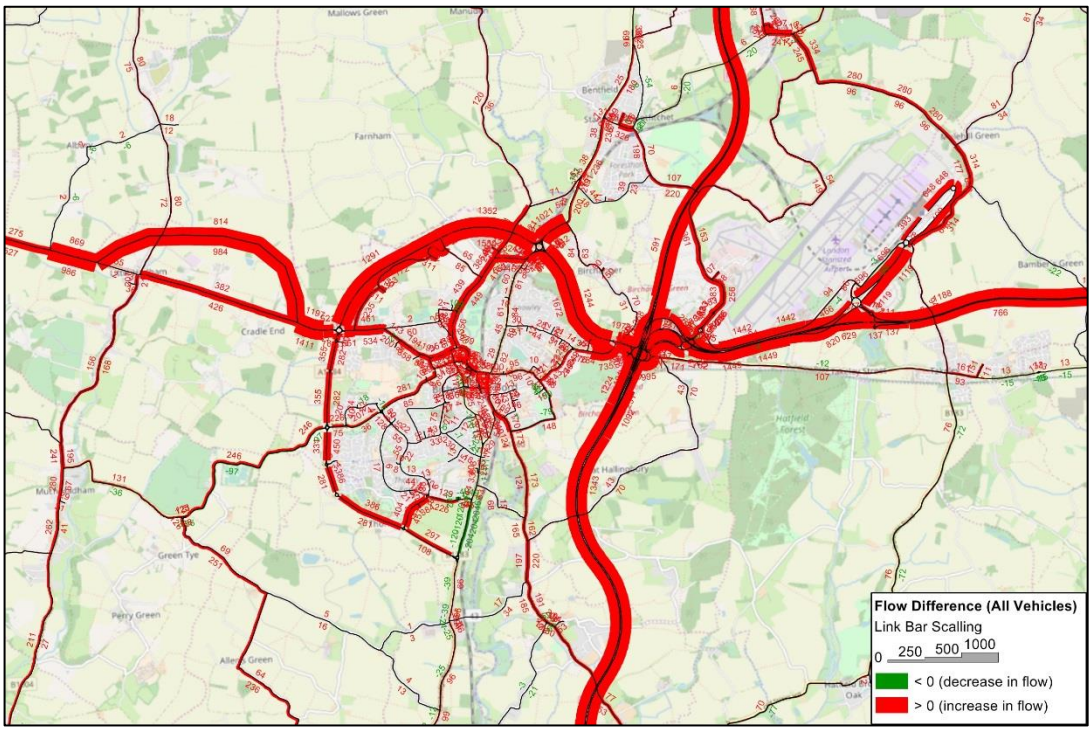
Medium Traffic Flow Difference between Base 2014 and DM 2051 models – PM (Overview)



Medium Traffic Flow Difference between Base 2014 and DM 2051 models – PM (Harlow)

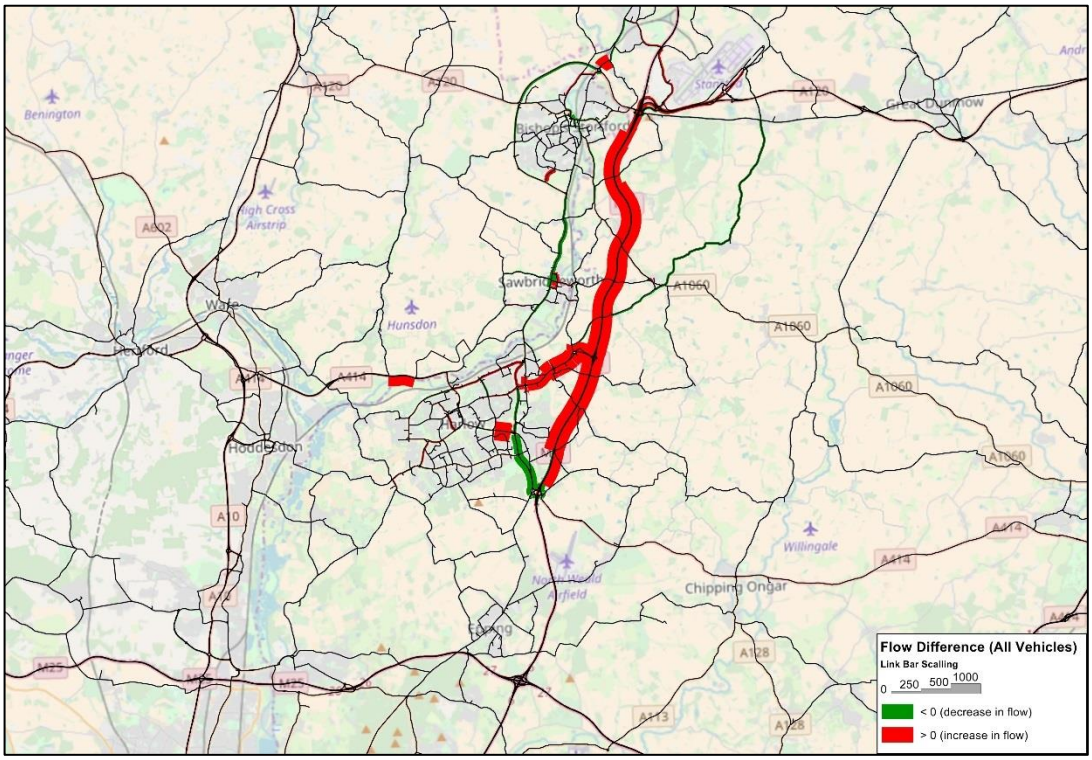


Medium Traffic Flow Difference between Base 2014 and DM 2051 models – PM (Bishop's Stortford)

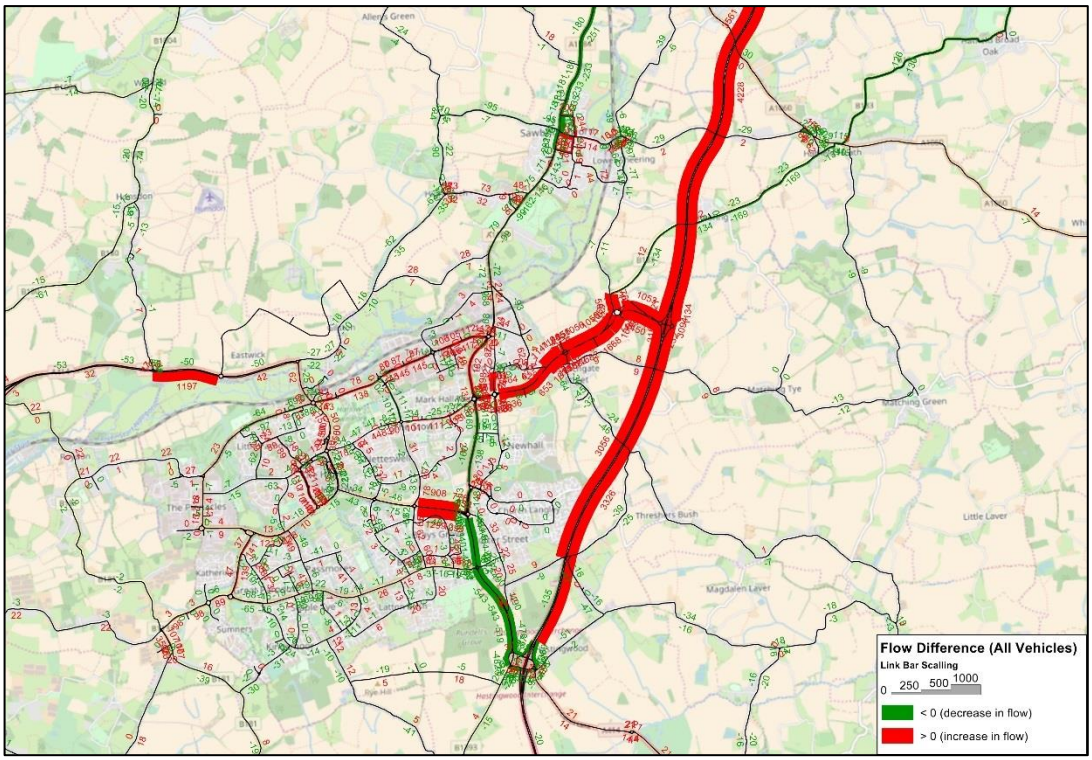


Flow differences between medium do-minimum and medium do-something scenarios in 2021

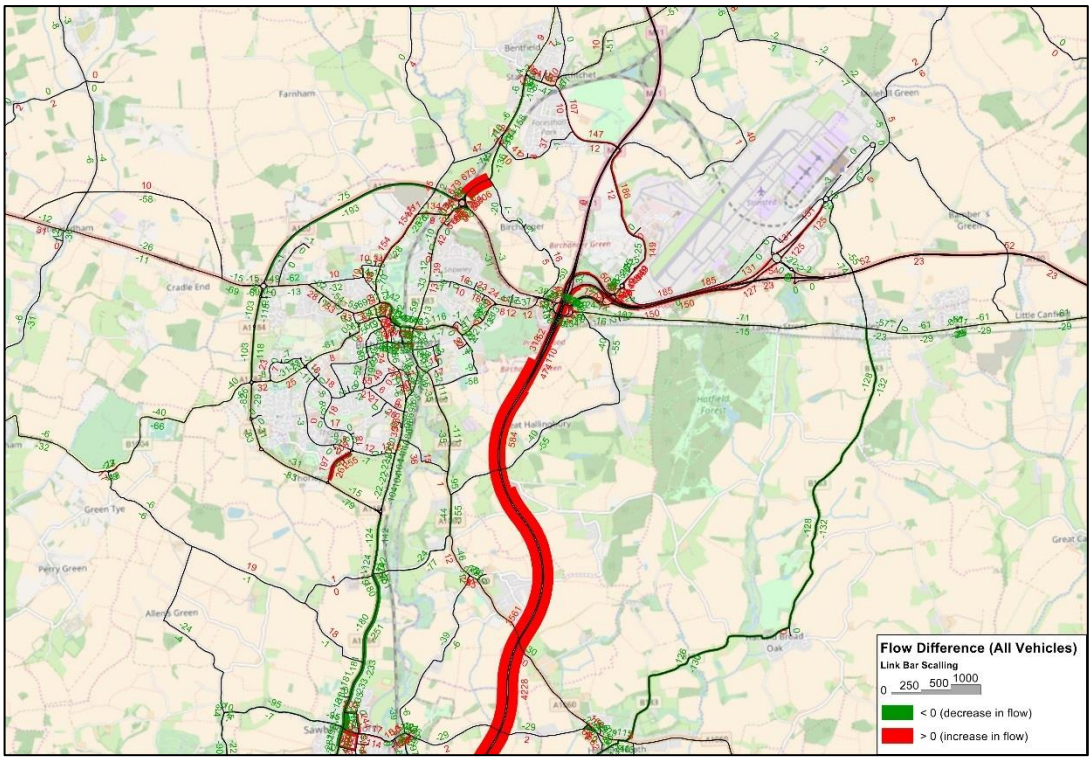
Medium Traffic Flow Difference between DM and DS 2021 models – AM (Overview)



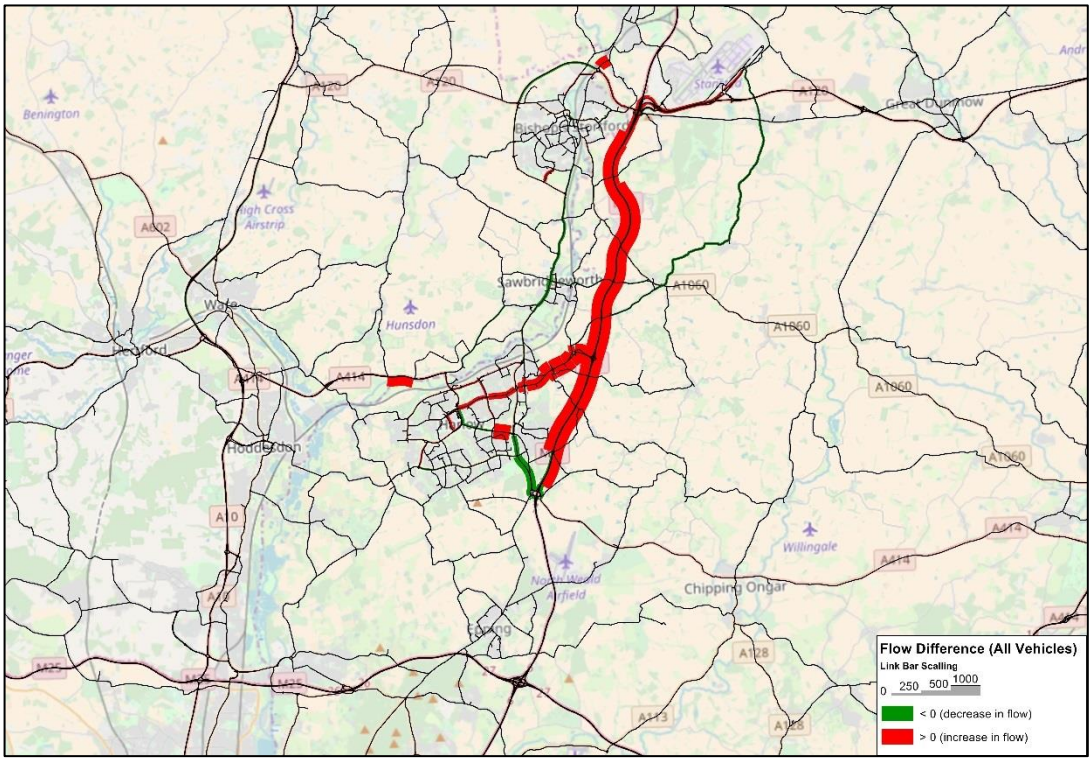
Medium Traffic Flow Difference between DM and DS 2021 models – AM (Harlow)



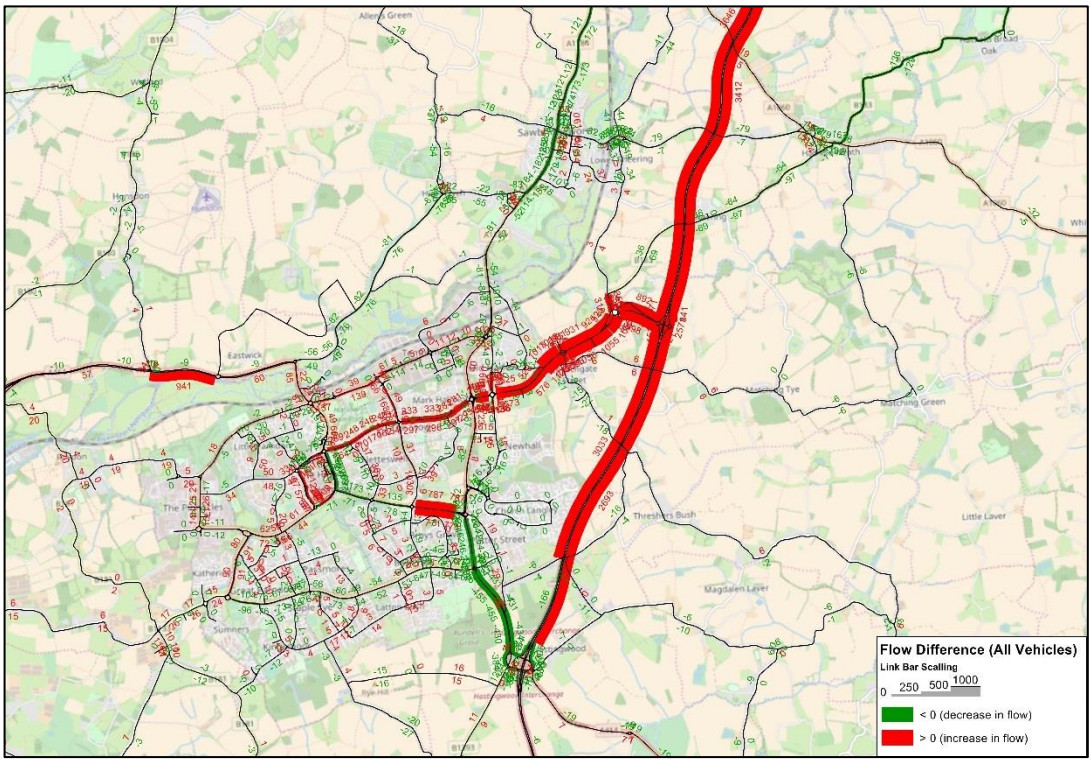
Medium Traffic Flow Difference between DM and DS 2021 models – AM (Bishop's Stortford)



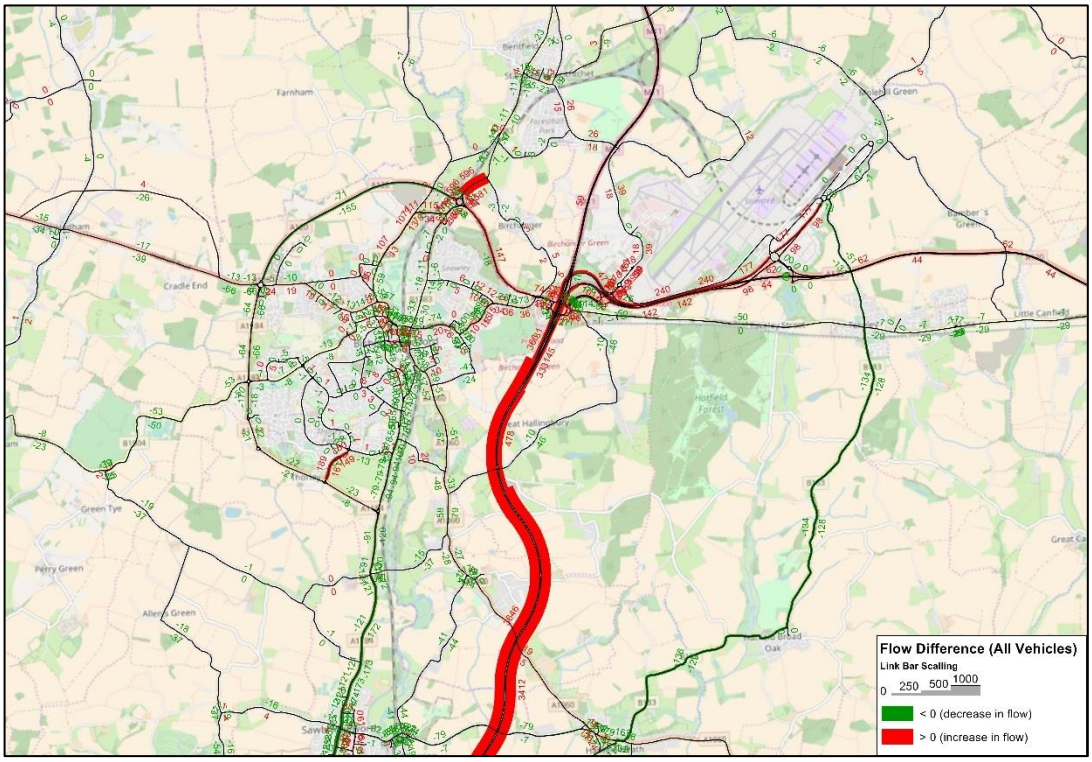
Medium Traffic Flow Difference between DM and DS 2021 models – IP (Overview)



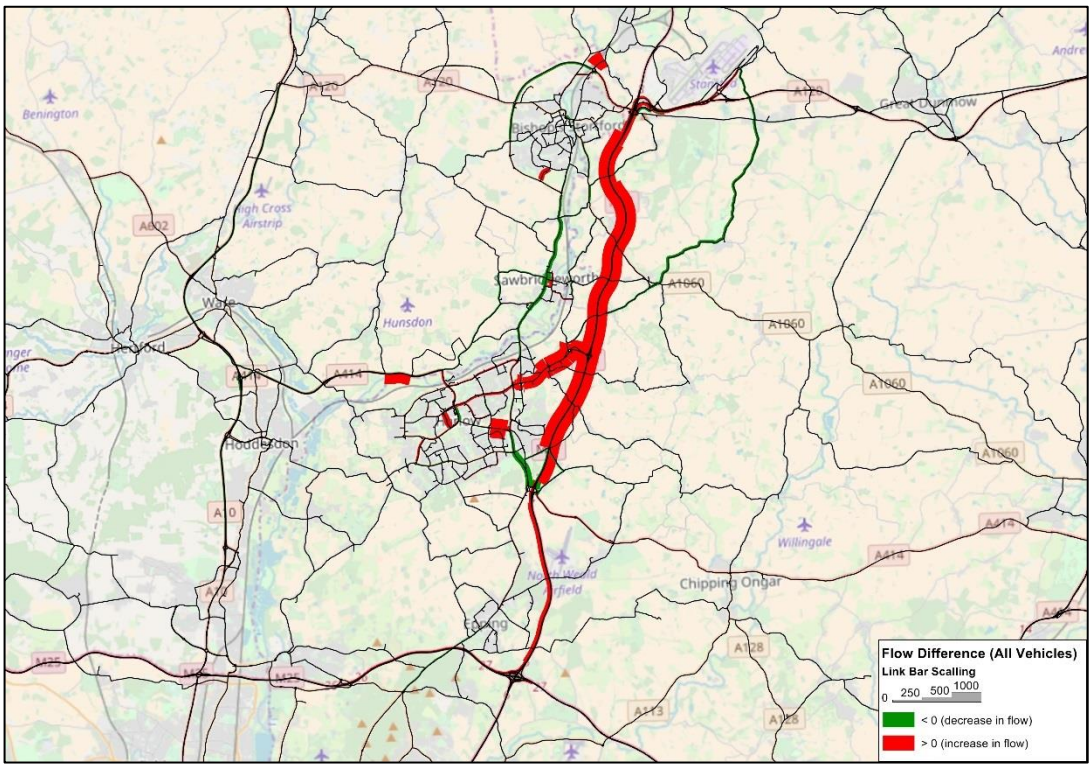
Medium Traffic Flow Difference between DM and DS 2021 models – IP (Harlow)



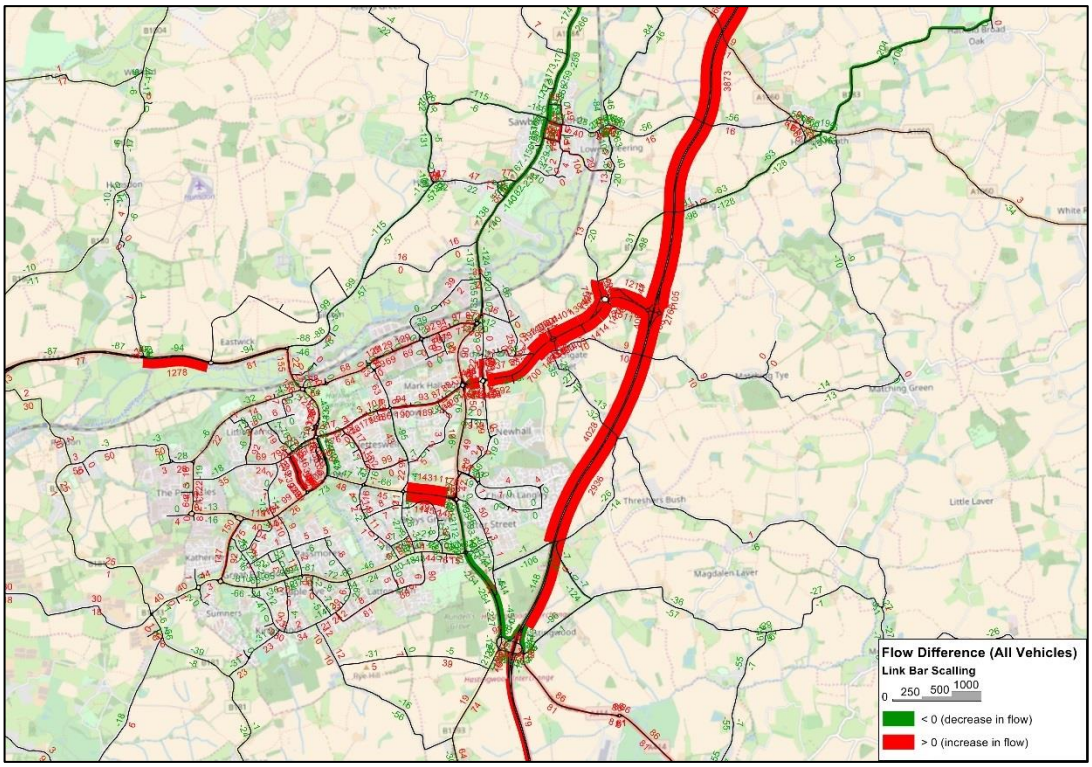
Medium Traffic Flow Difference between DM and DS 2021 models – IP (Bishop's Stortford)



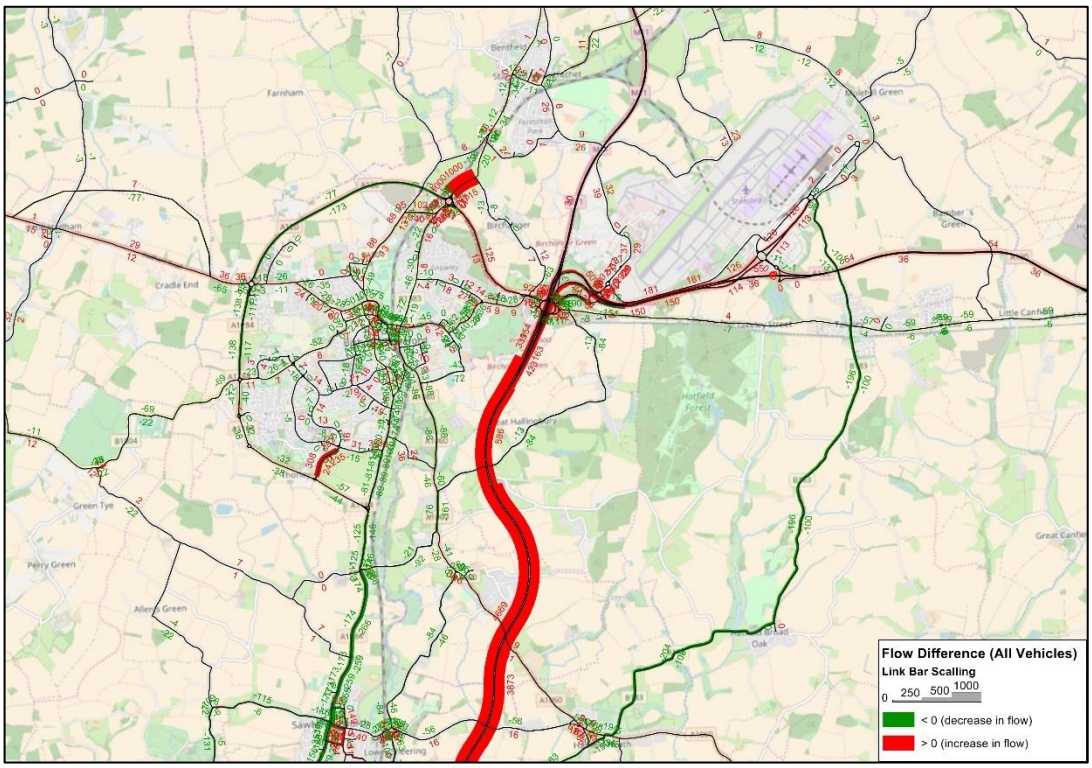
Medium Traffic Flow Difference between DM and DS 2021 models – PM (Overview)



Medium Traffic Flow Difference between DM and DS 2021 models – PM (Harlow)

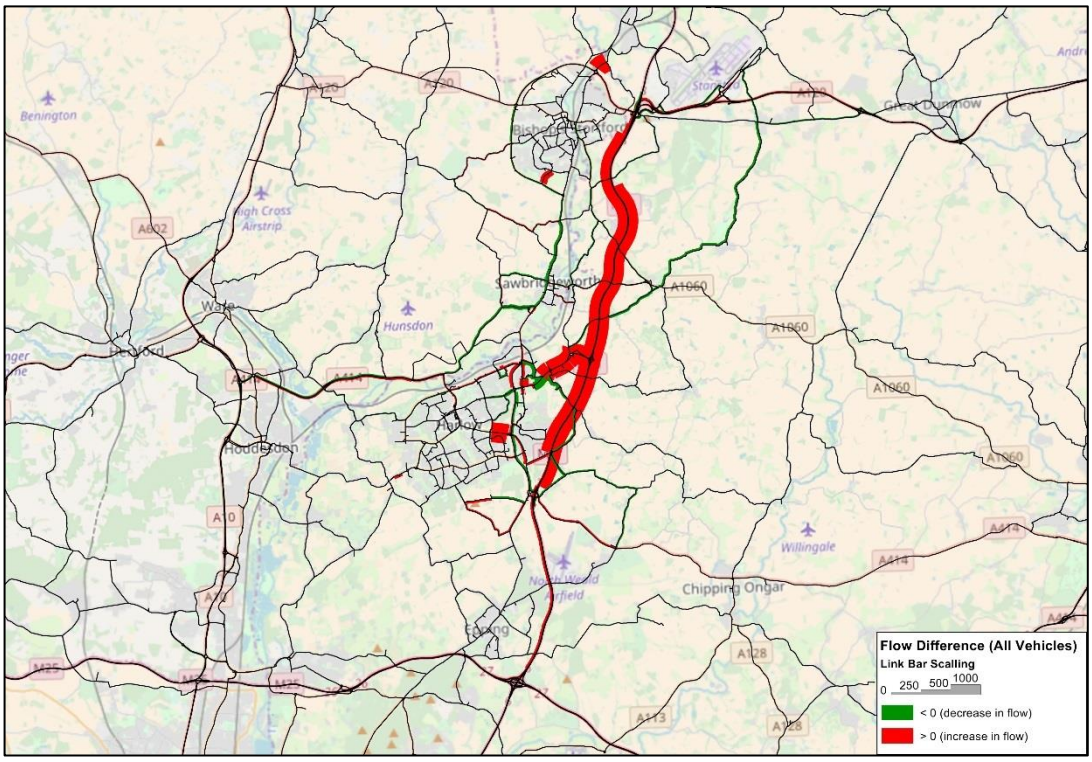


Medium Traffic Flow Difference between DM and DS 2021 models – PM (Bishop's Stortford)

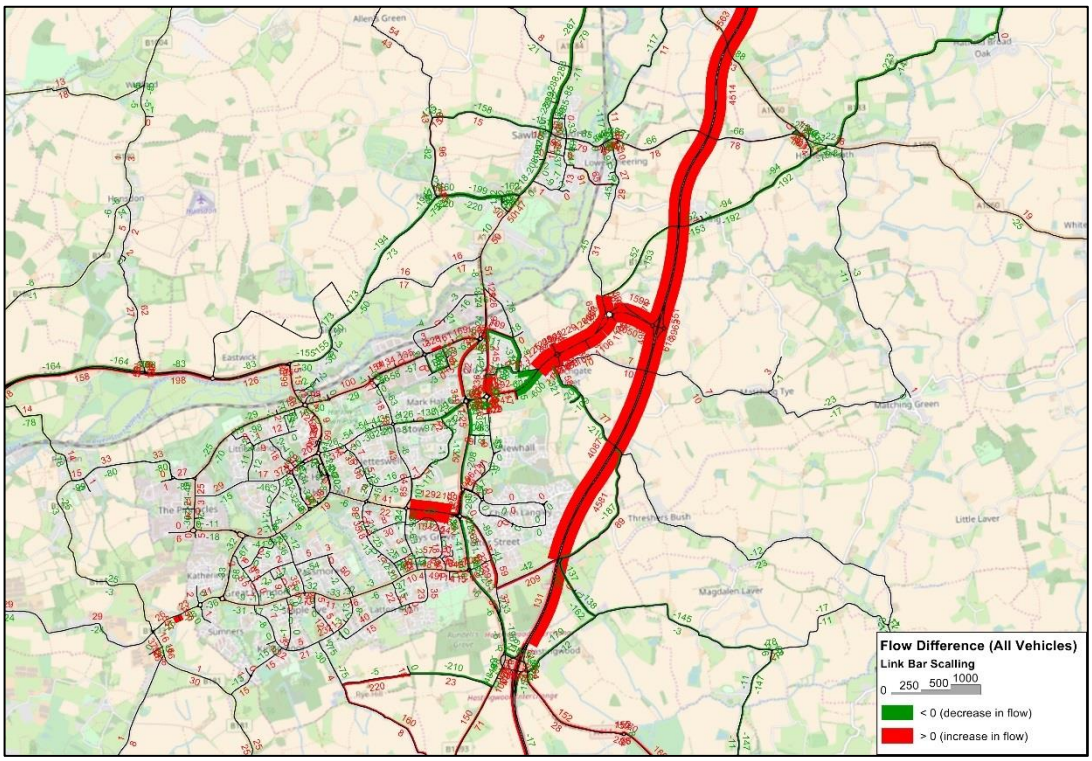


Flow differences between medium do-minimum and medium do-something scenarios in 2036

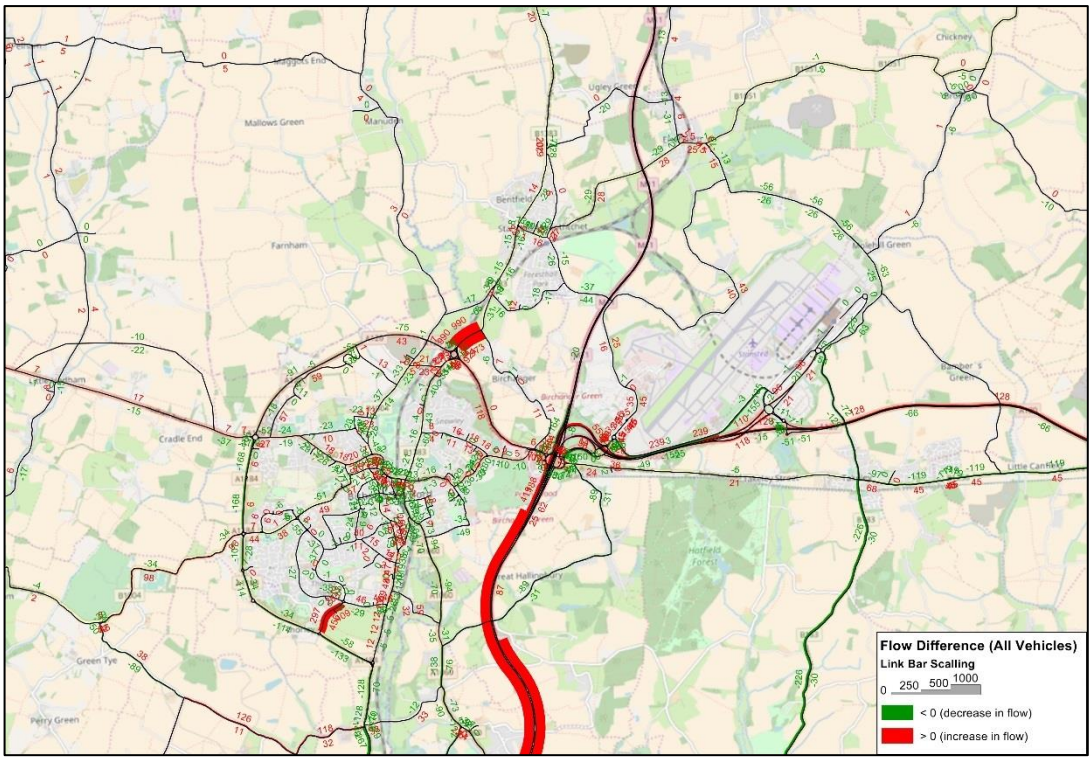
Medium Traffic Flow Difference between DM and DS 2036 models – AM (Harlow)



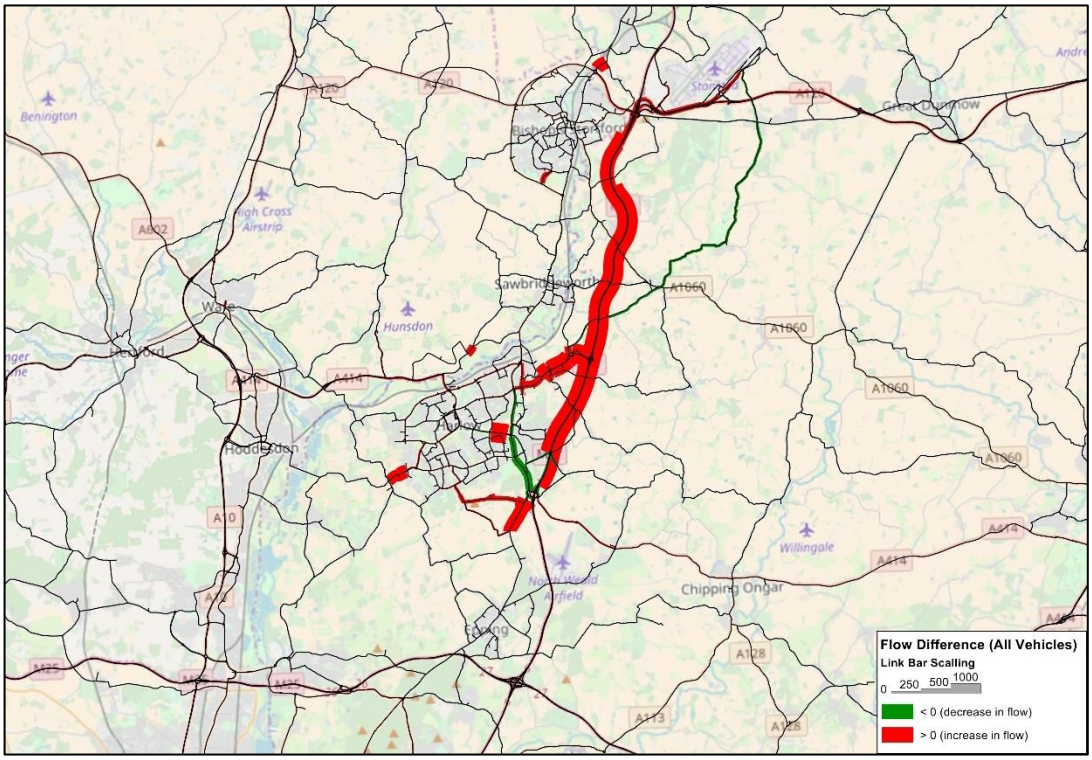
Medium Traffic Flow Difference between DM and DS 2036 models – AM (Harlow)



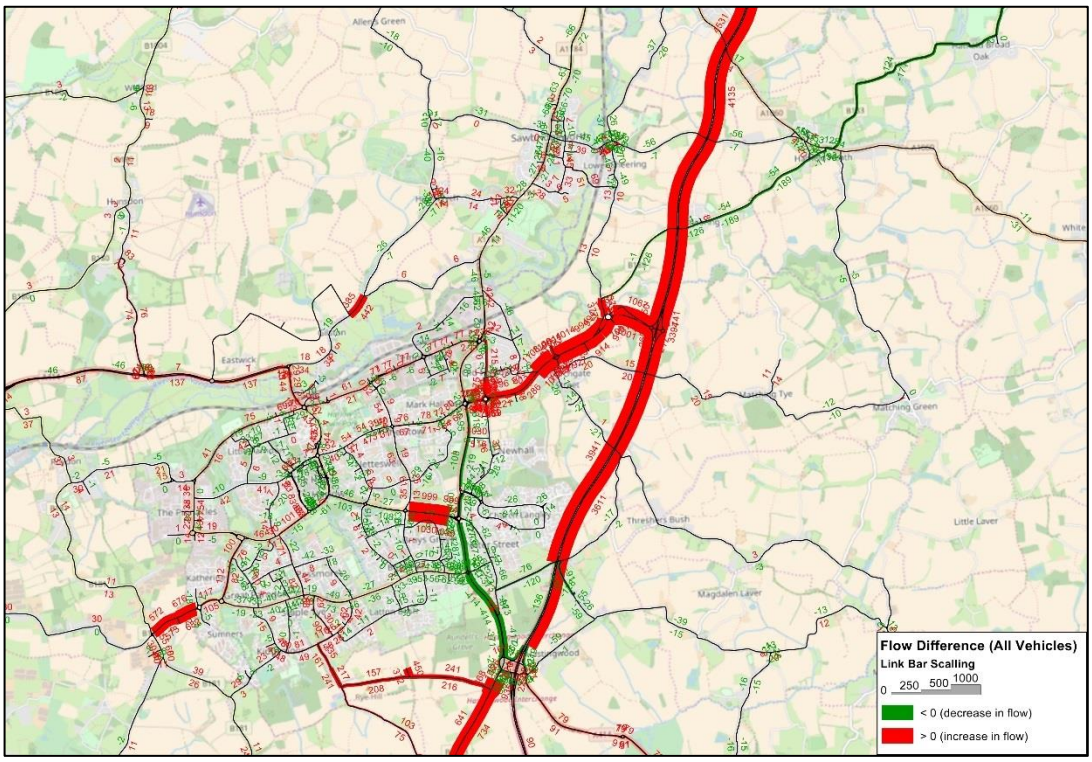
Medium Traffic Flow Difference between DM and DS 2036 models – AM (Bishop's Stortford)



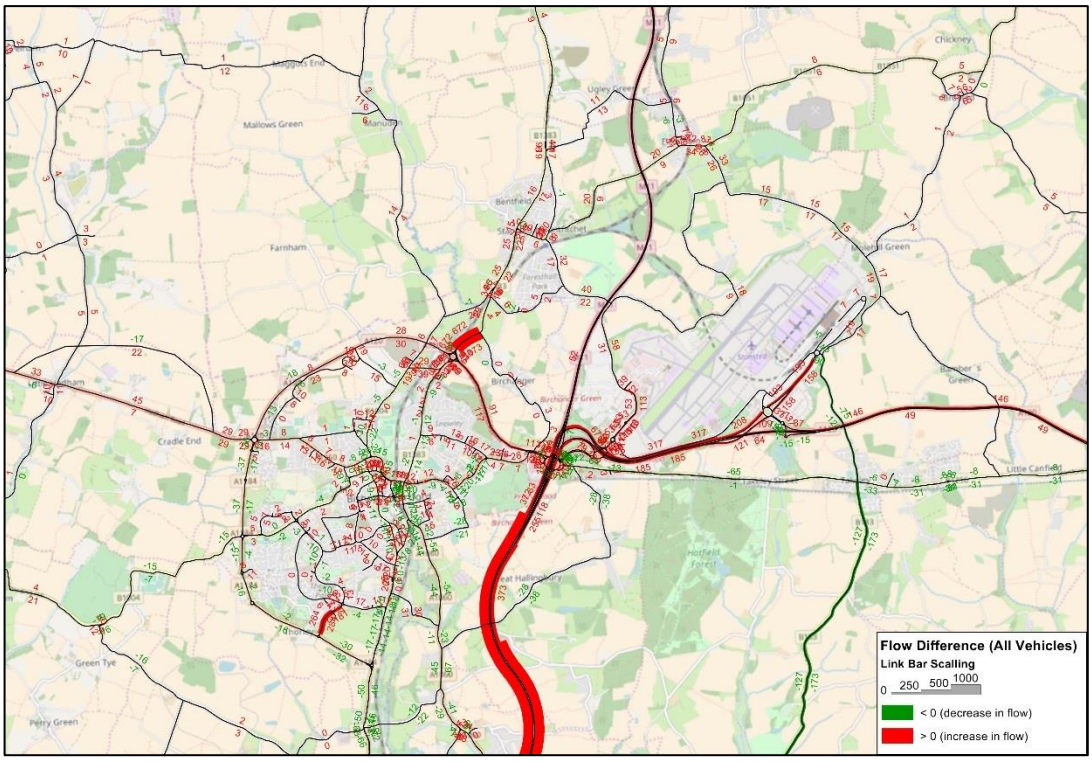
Medium Traffic Flow Difference between DM and DS 2036 models – IP (Overview)



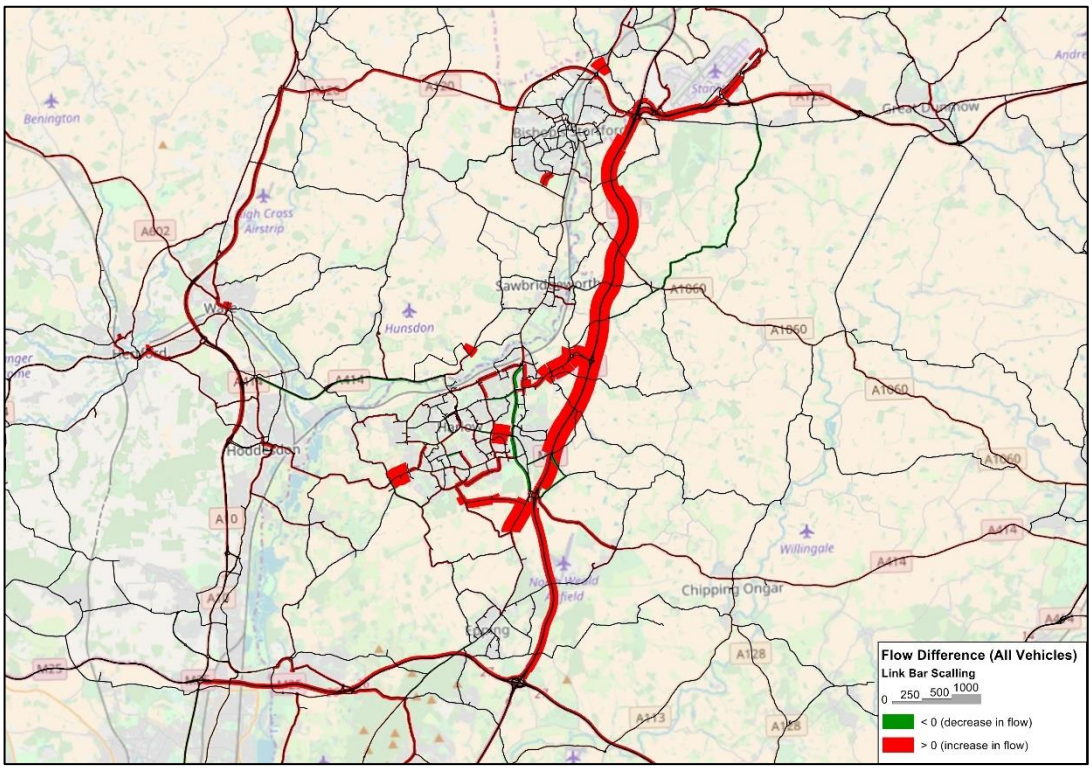
Medium Traffic Flow Difference between DM and DS 2036 models – IP (Harlow)



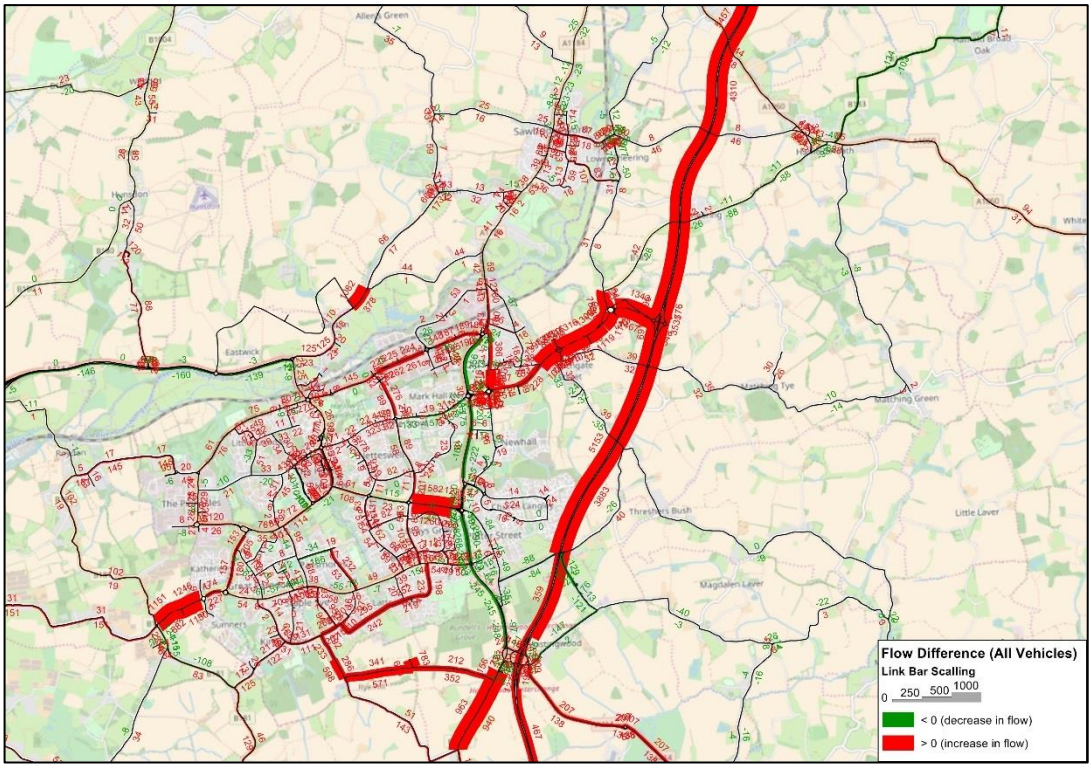
Medium Traffic Flow Difference between DM and DS 2036 models – IP (Bishop's Stortford)



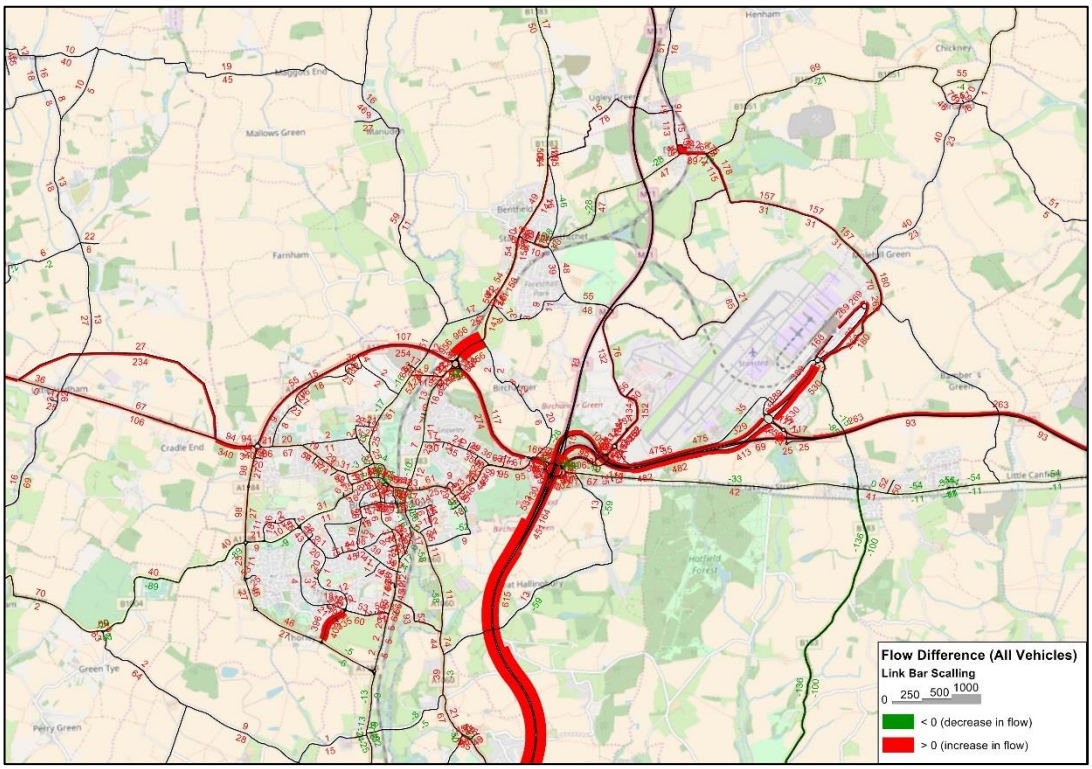
Medium Traffic Flow Difference between DM and DS 2036 models – PM (Overview)



Medium Traffic Flow Difference between DM and DS 2036 models – PM (Harlow)

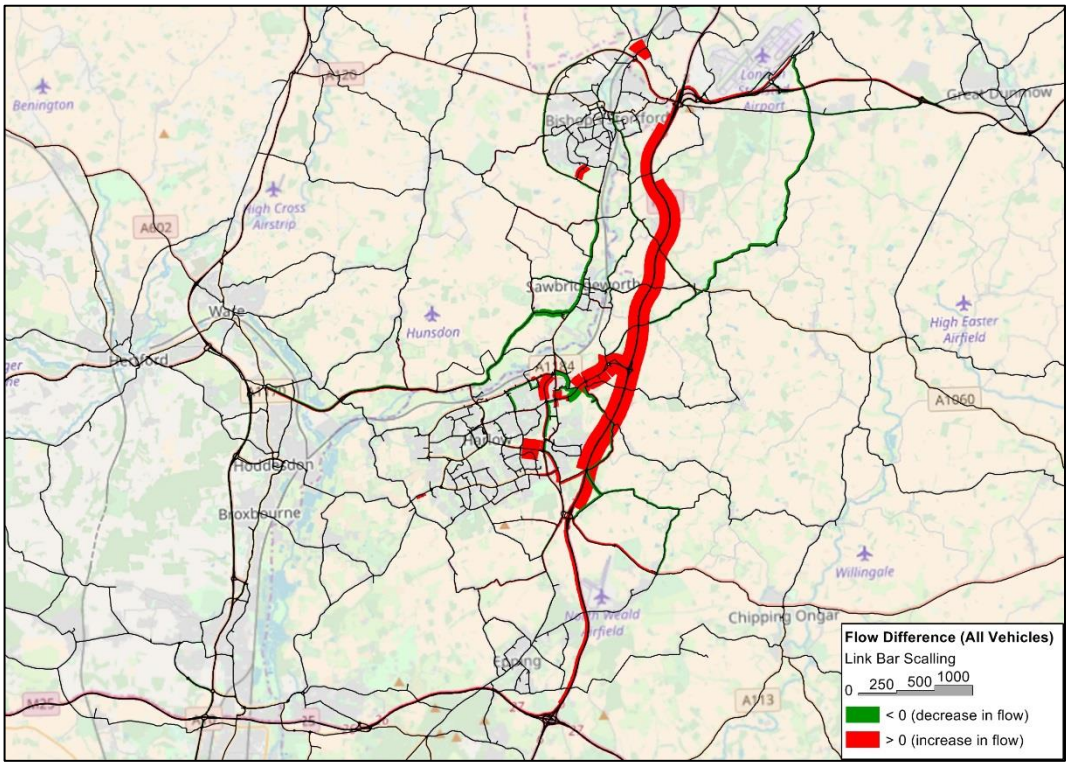


Medium Traffic Flow Difference between DM and DS 2036 models – PM (Bishop's Stortford)

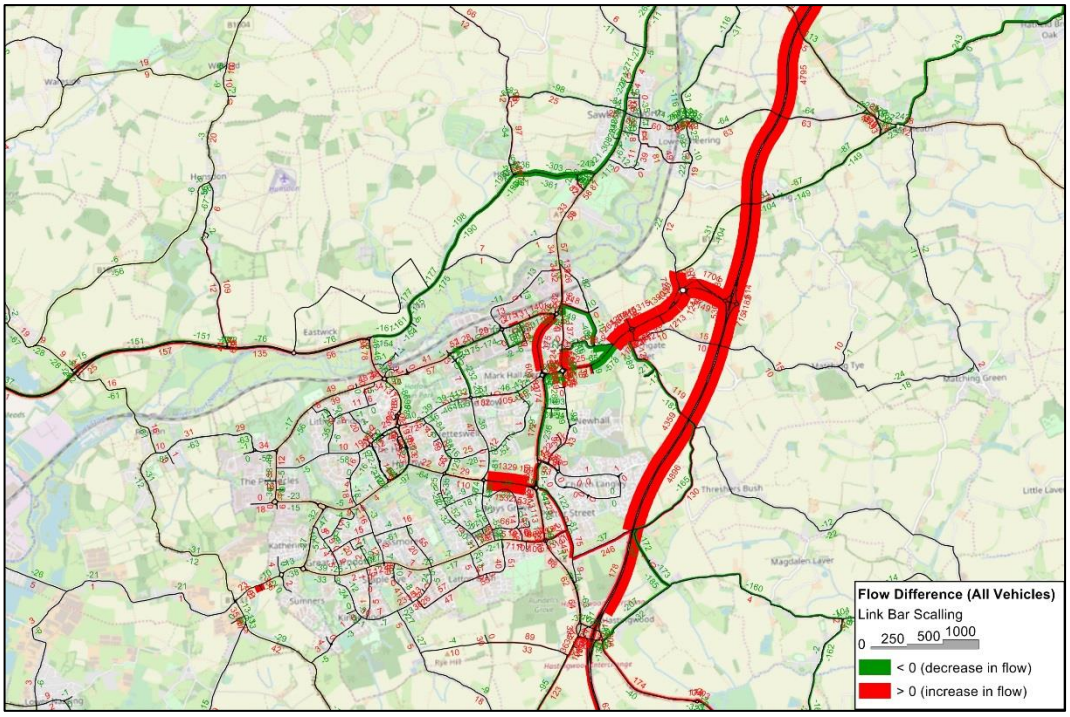


Flow differences between medium do-minimum and medium do-something scenarios in 2051

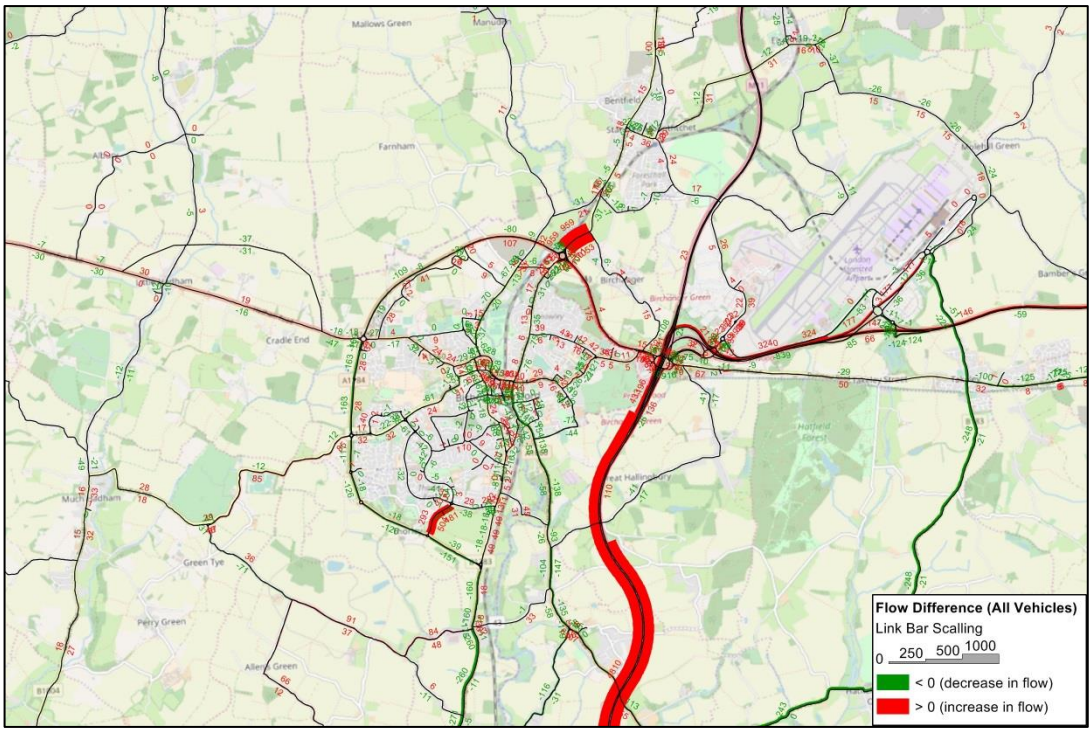
Medium Traffic Flow Difference between DM and DS 2051 models – AM (Harlow)



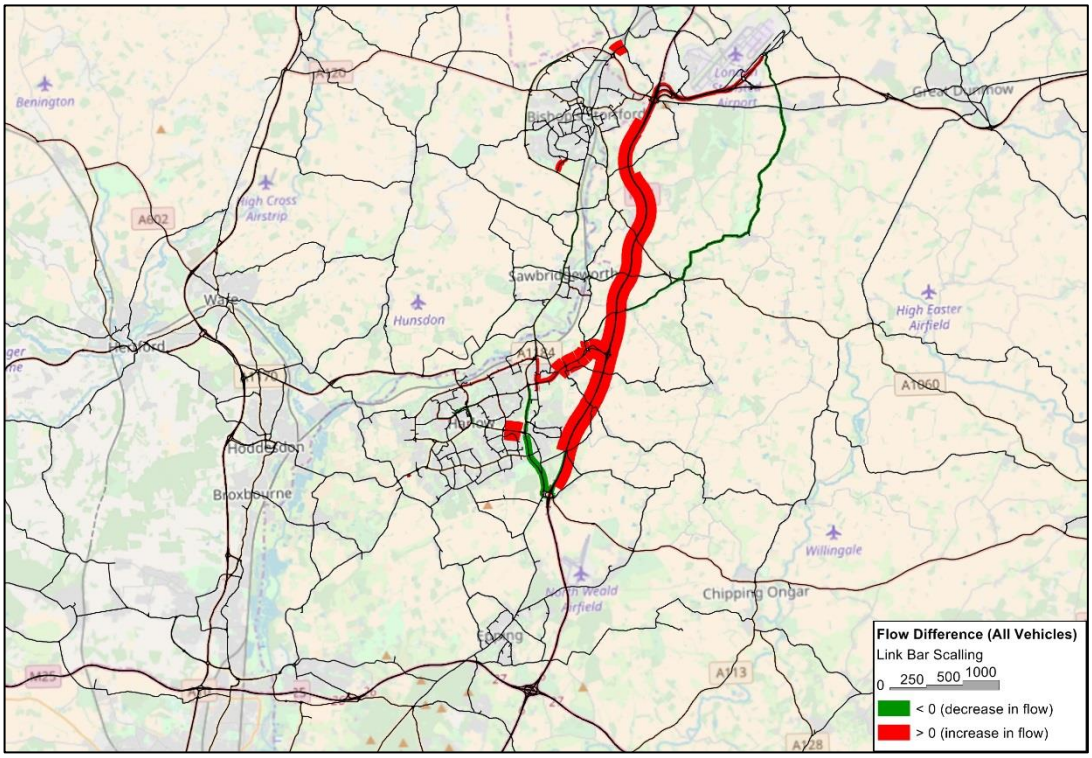
Medium Traffic Flow Difference between DM and DS 2051 models – AM (Harlow)



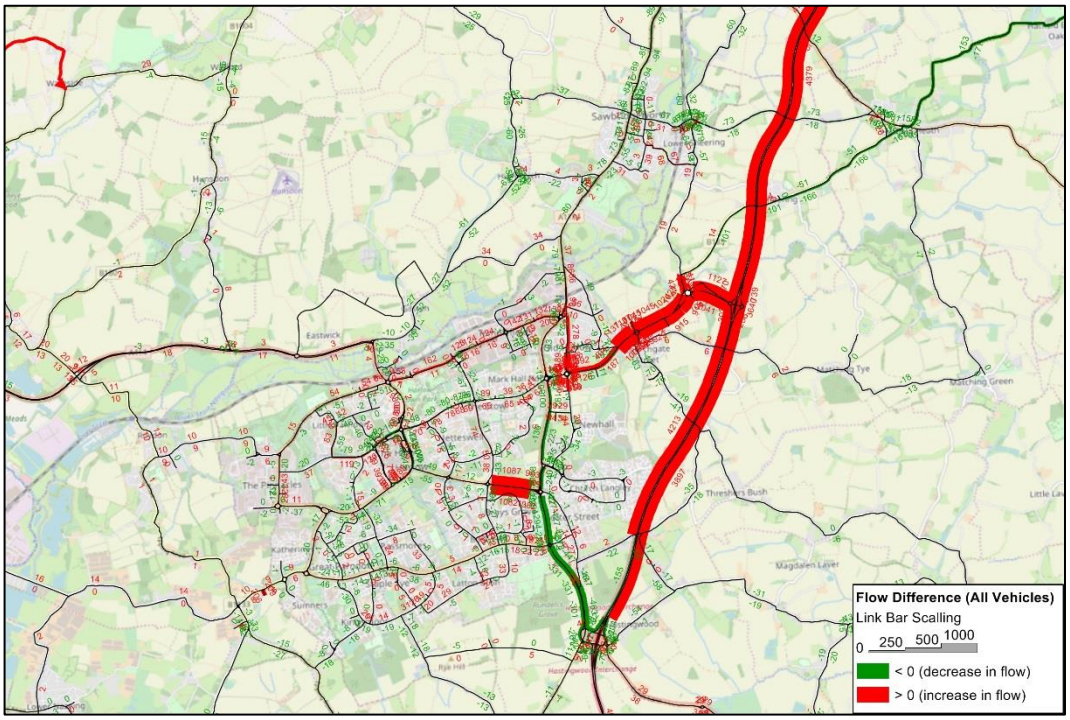
Medium Traffic Flow Difference between DM and DS 2051 models – AM (Bishop's Stortford)



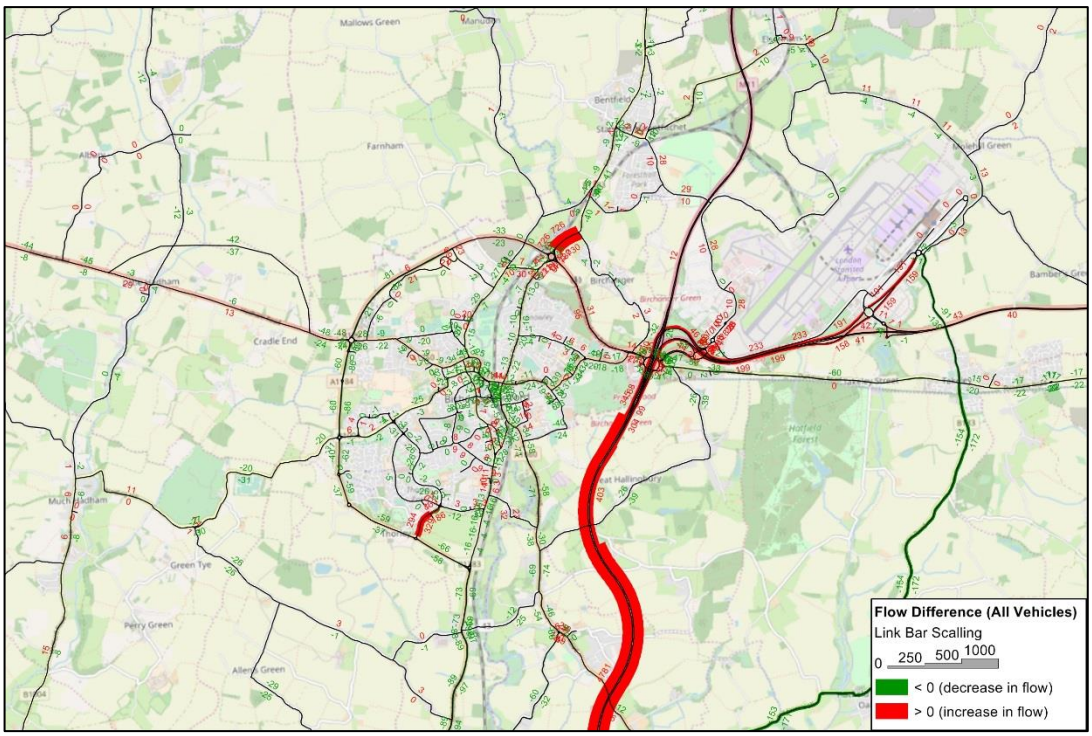
Medium Traffic Flow Difference between DM and DS 2051 models – IP (Overview)



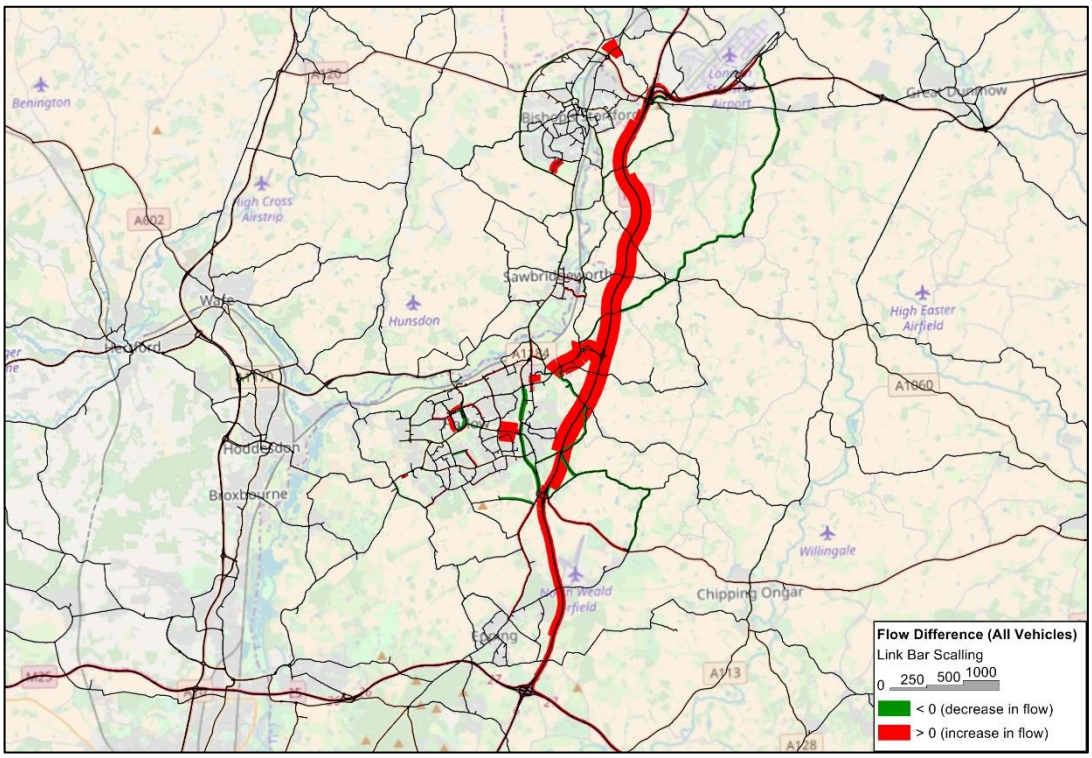
Medium Traffic Flow Difference between DM and DS 2051 models – IP (Harlow)



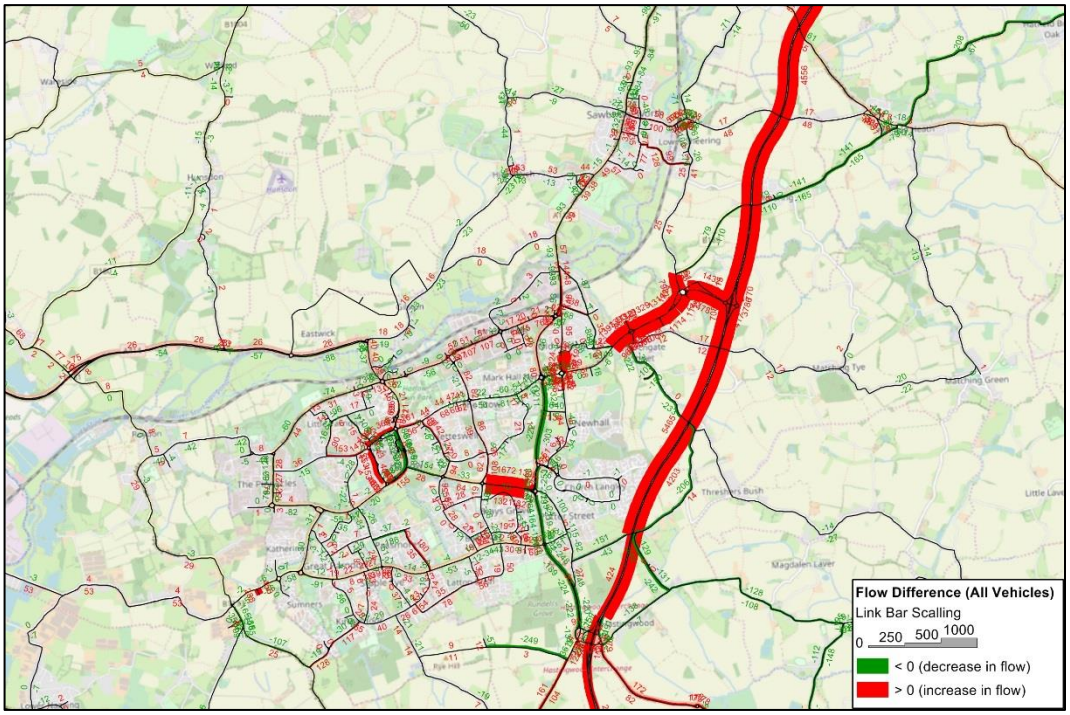
Medium Traffic Flow Difference between DM and DS 2051 models – IP (Bishop's Stortford)



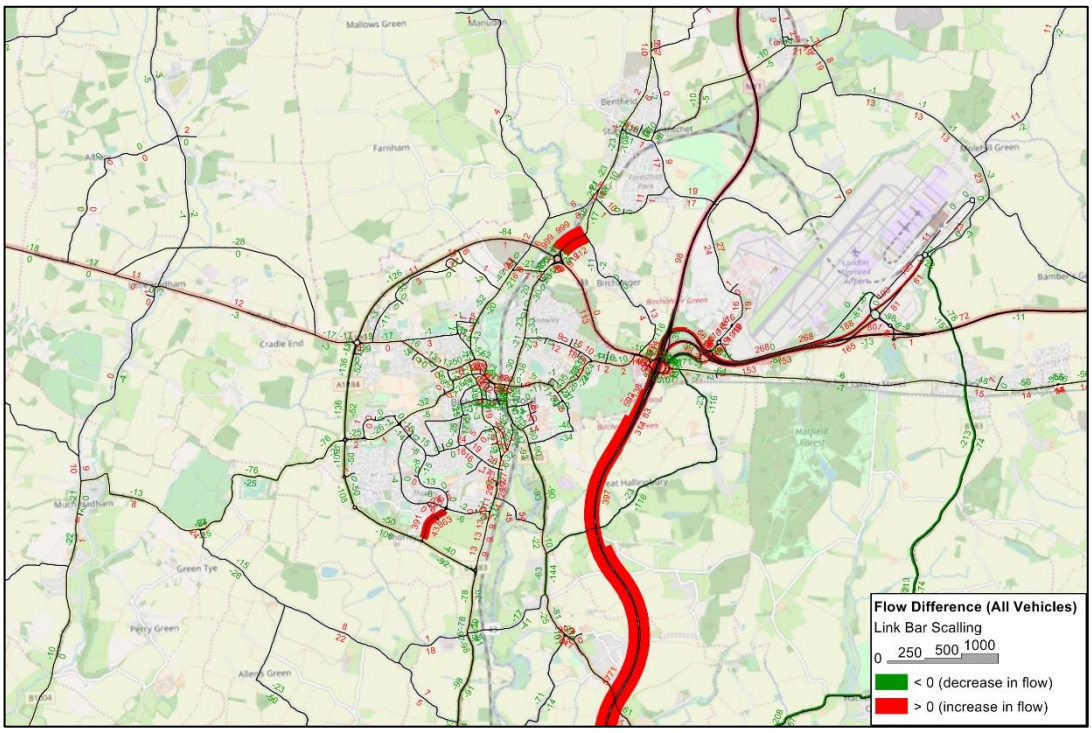
Medium Traffic Flow Difference between DM and DS 2051 models – PM (Overview)



Medium Traffic Flow Difference between DM and DS 2051 models – PM (Harlow)

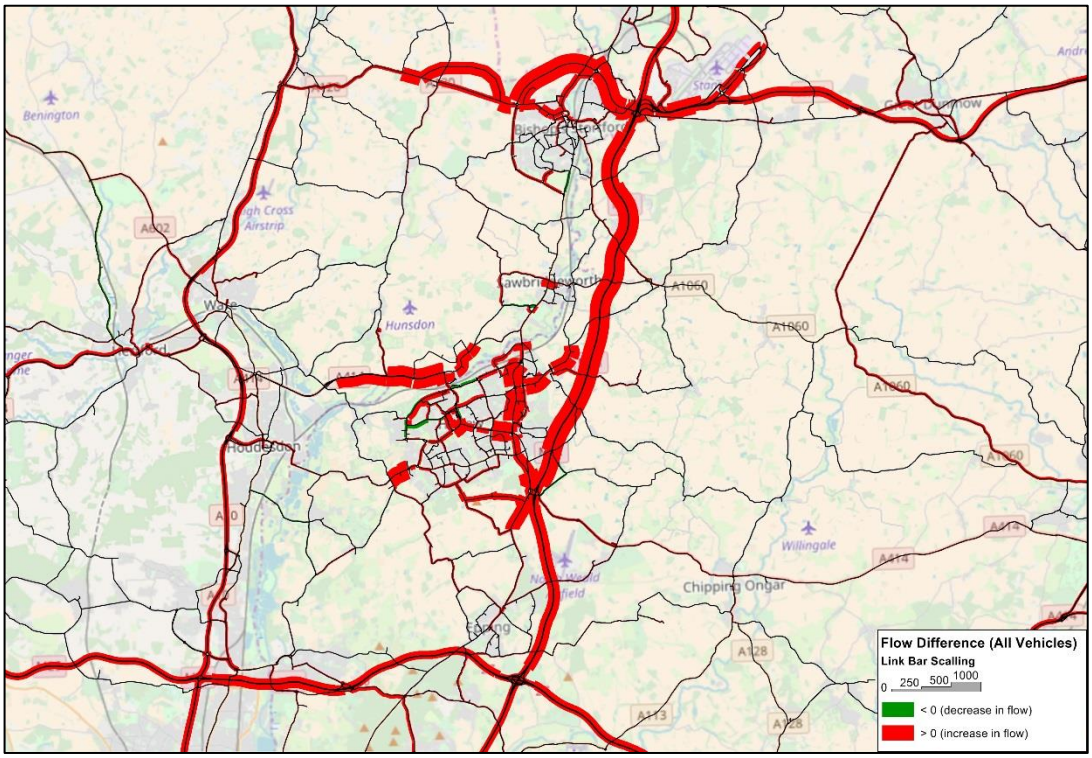


Medium Traffic Flow Difference between DM and DS 2036 models – PM (Bishop's Stortford)

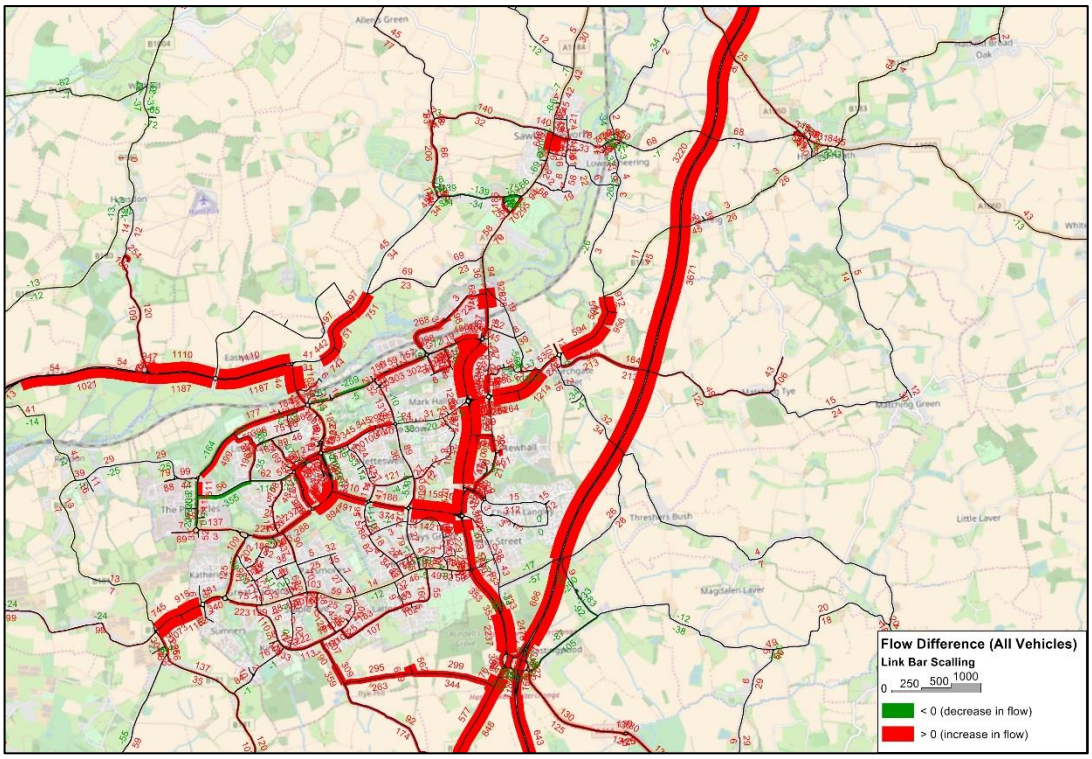


Flow differences between the base year and high do-minimum 2021 scenarios

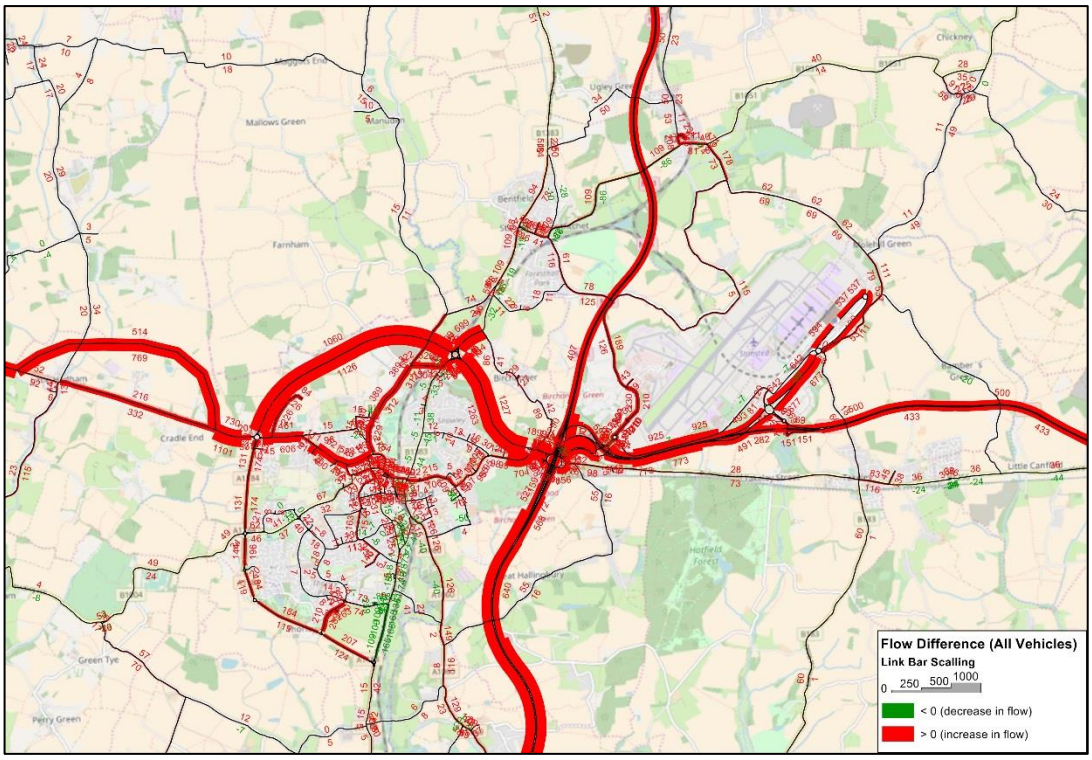
High Traffic Flow Difference between Base 2014 and DM 2021 models – AM (Overview)



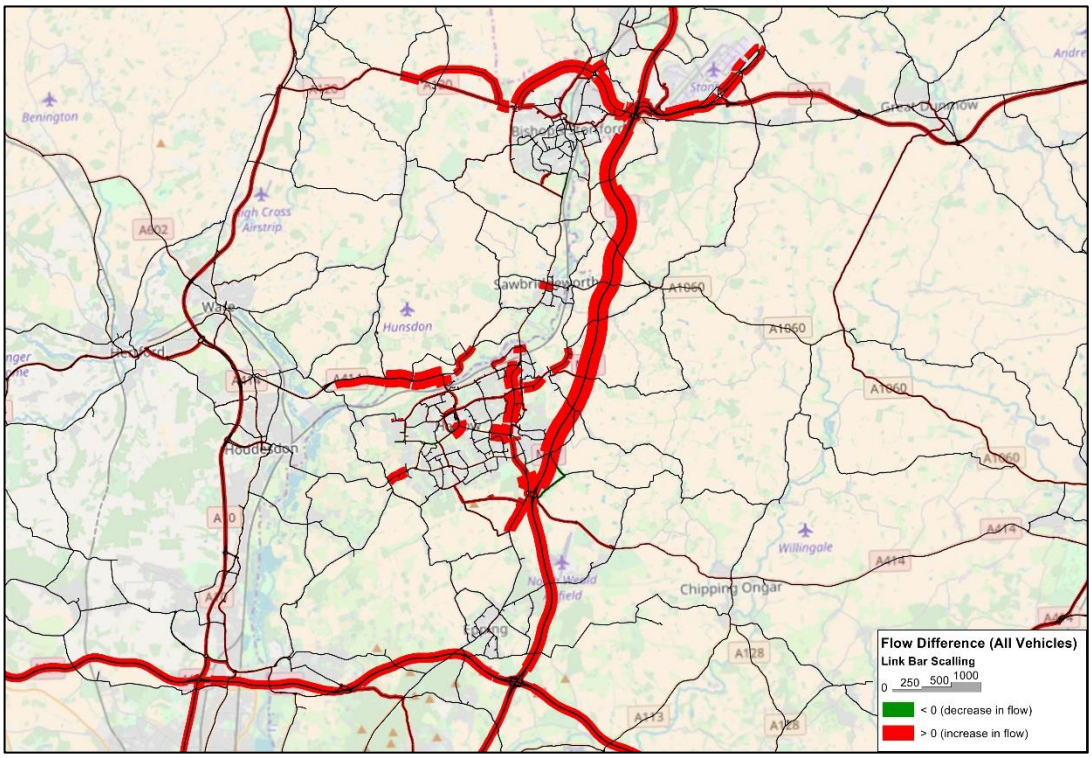
High Traffic Flow Difference between Base 2014 and DM 2021 models – AM (Harlow)



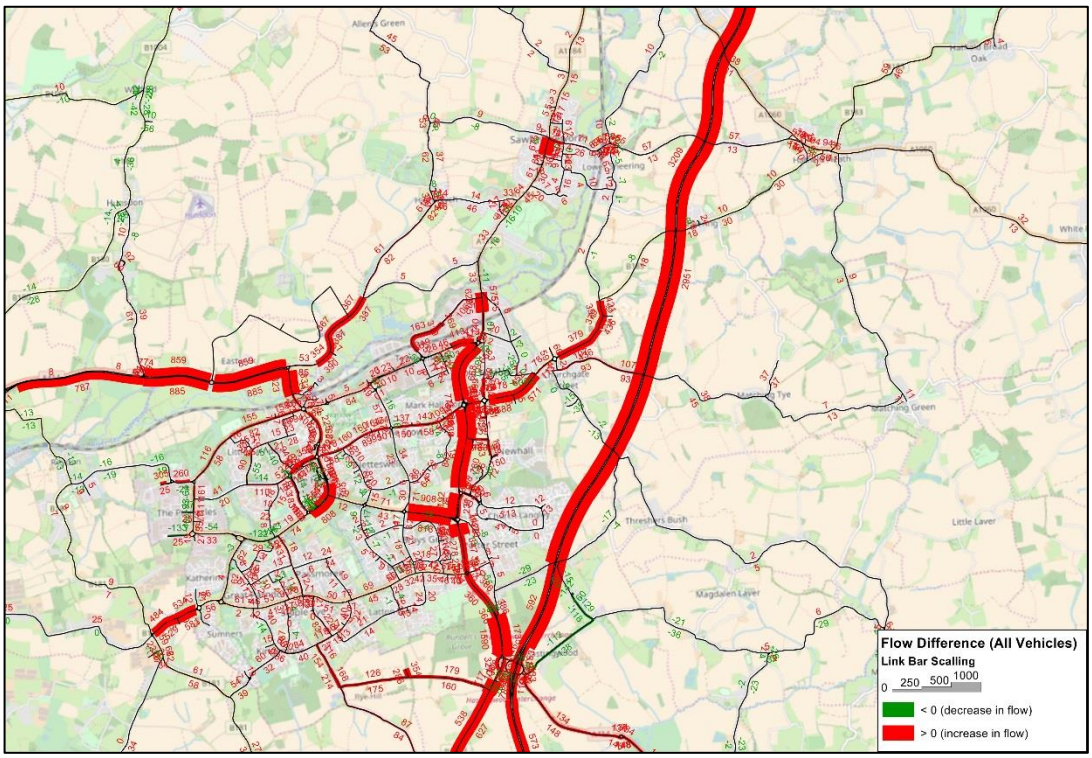
High Traffic Flow Difference between Base 2014 and DM 2021 models – AM (Bishop's Stortford)



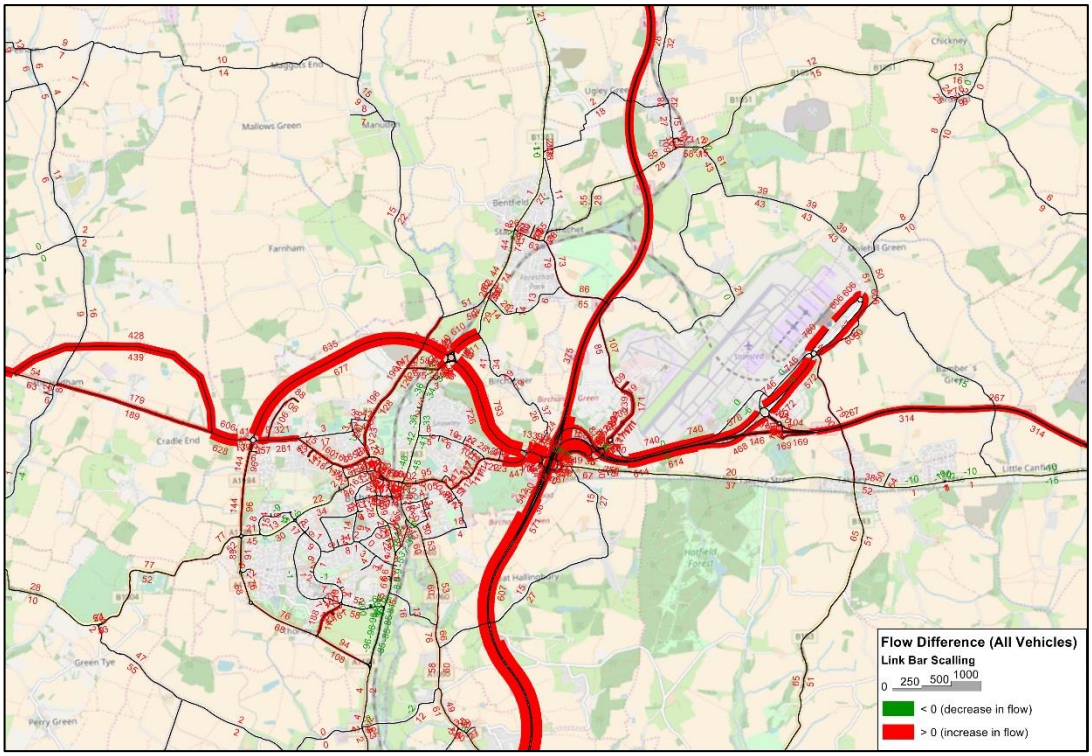
High Traffic Flow Difference between Base 2014 and DM 2021 models – IP (Overview)



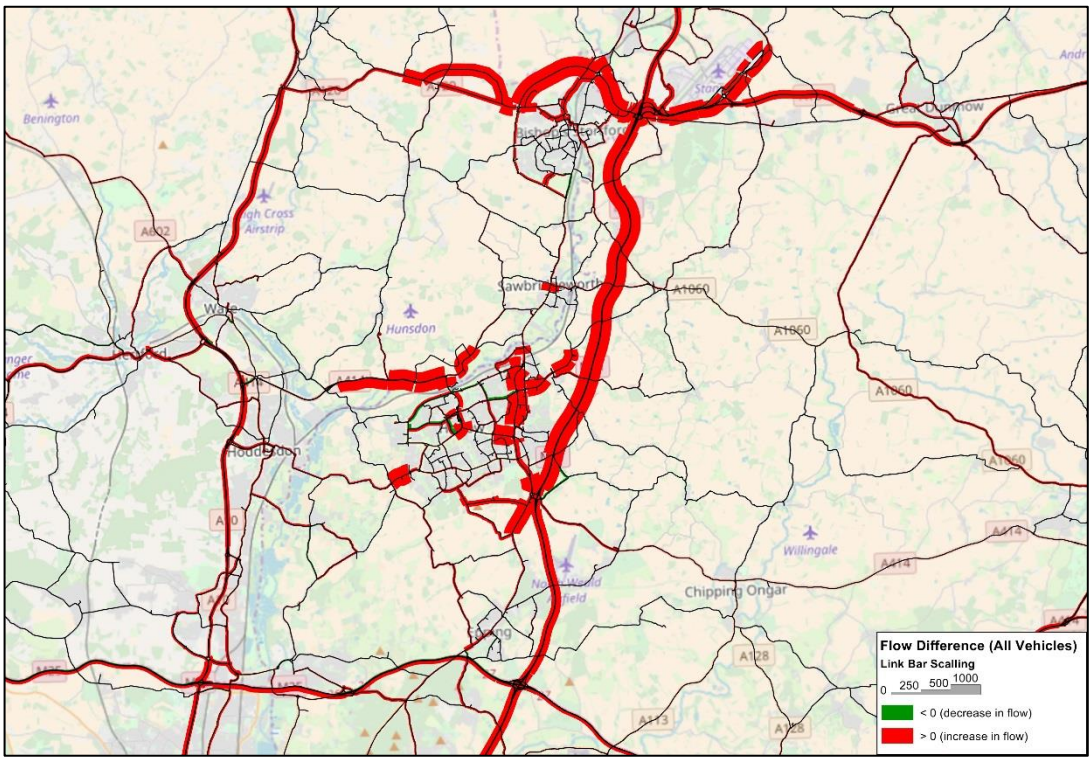
High Traffic Flow Difference between Base 2014 and DM 2021 models – IP (Harlow)



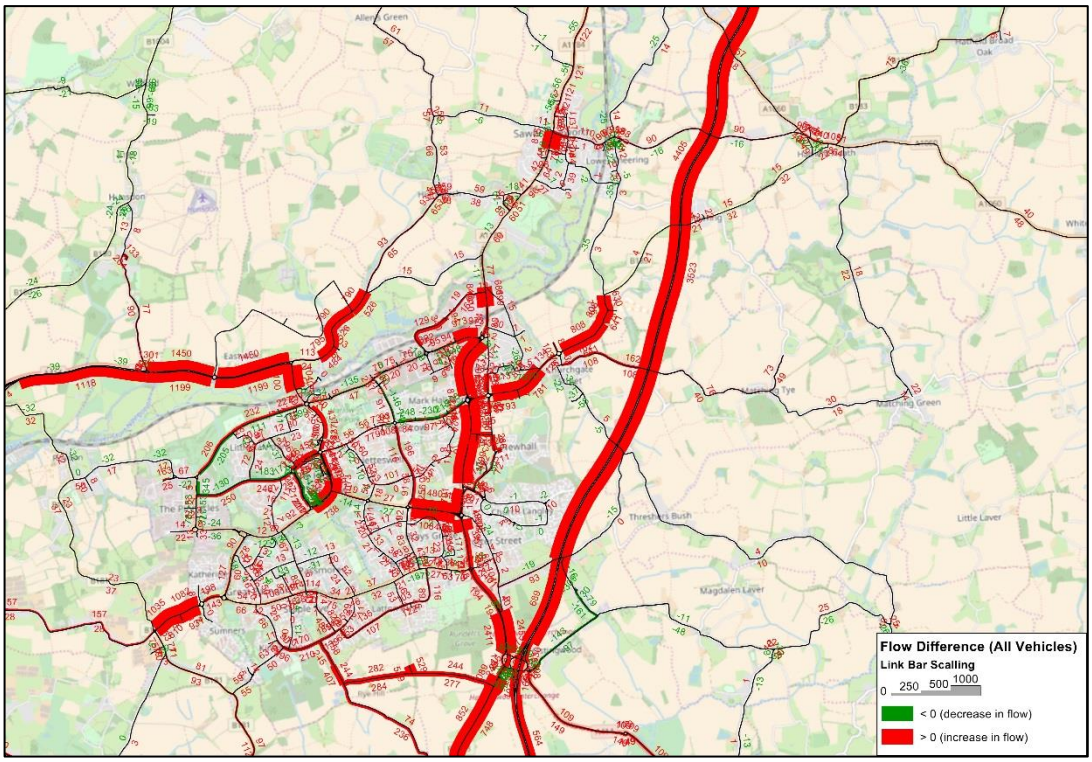
High Traffic Flow Difference between Base 2014 and DM 2021 models – IP (Bishop's Stortford)



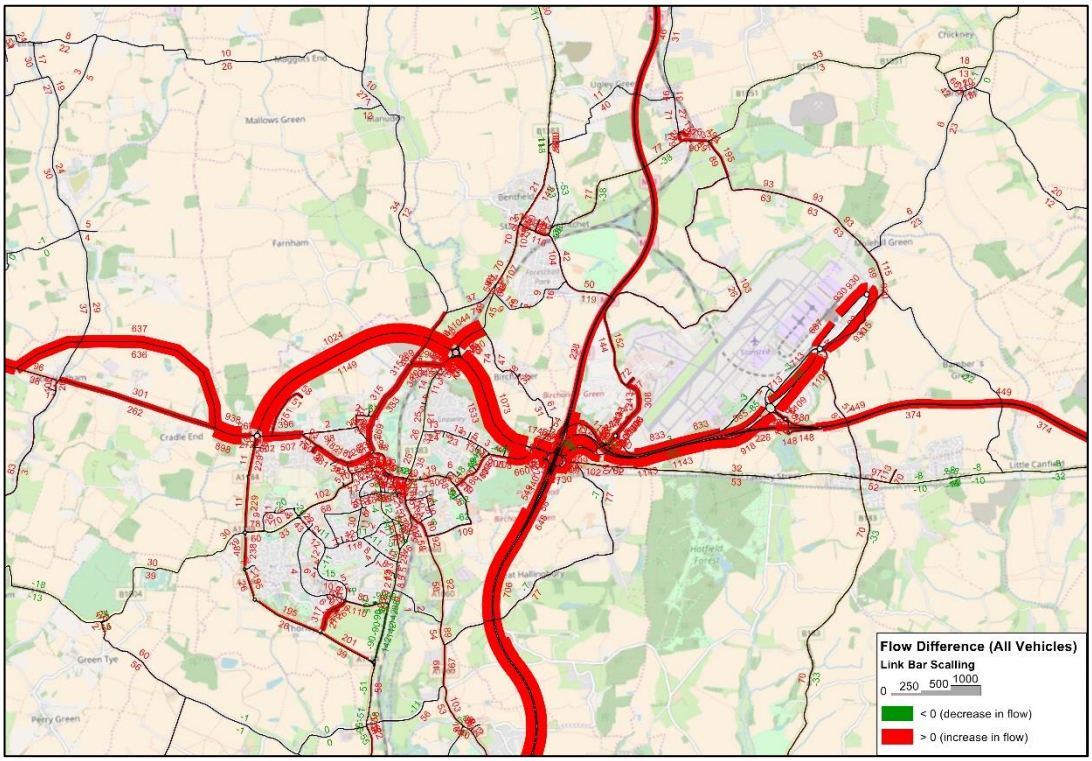
High Traffic Flow Difference between Base 2014 and DM 2021 models – PM (Overview)



High Traffic Flow Difference between Base 2014 and DM 2021 models – PM (Harlow)

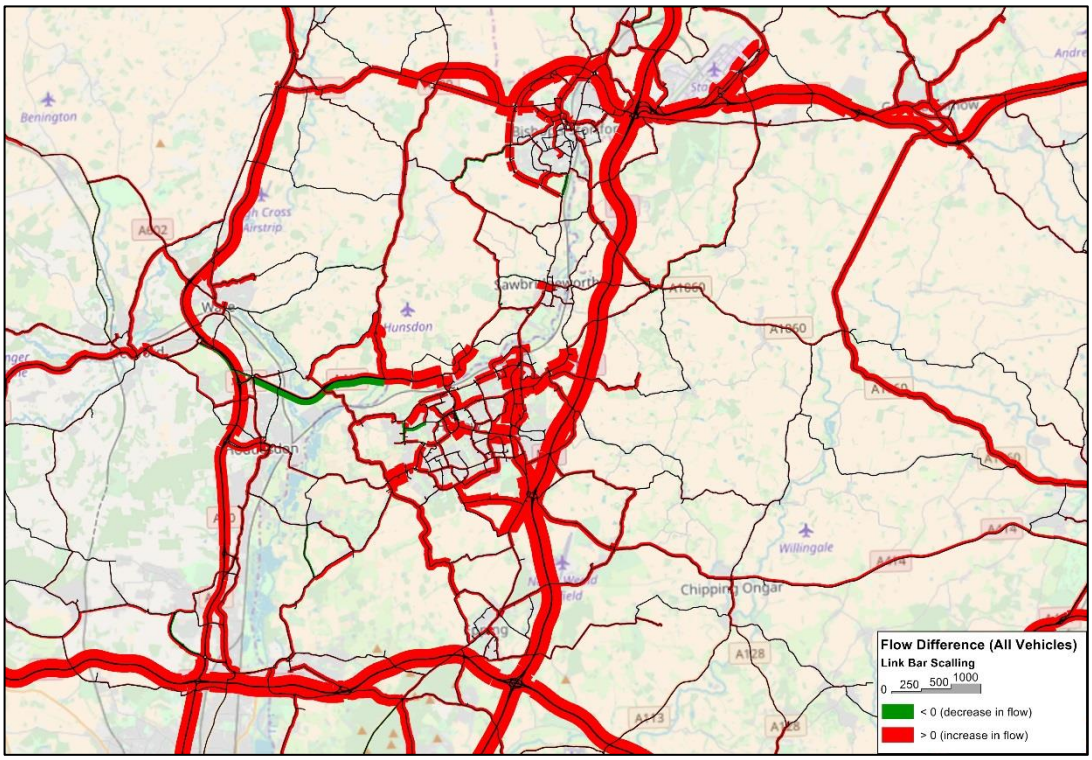


High Traffic Flow Difference between Base 2014 and DM 2021 models – PM (Bishop's Stortford)

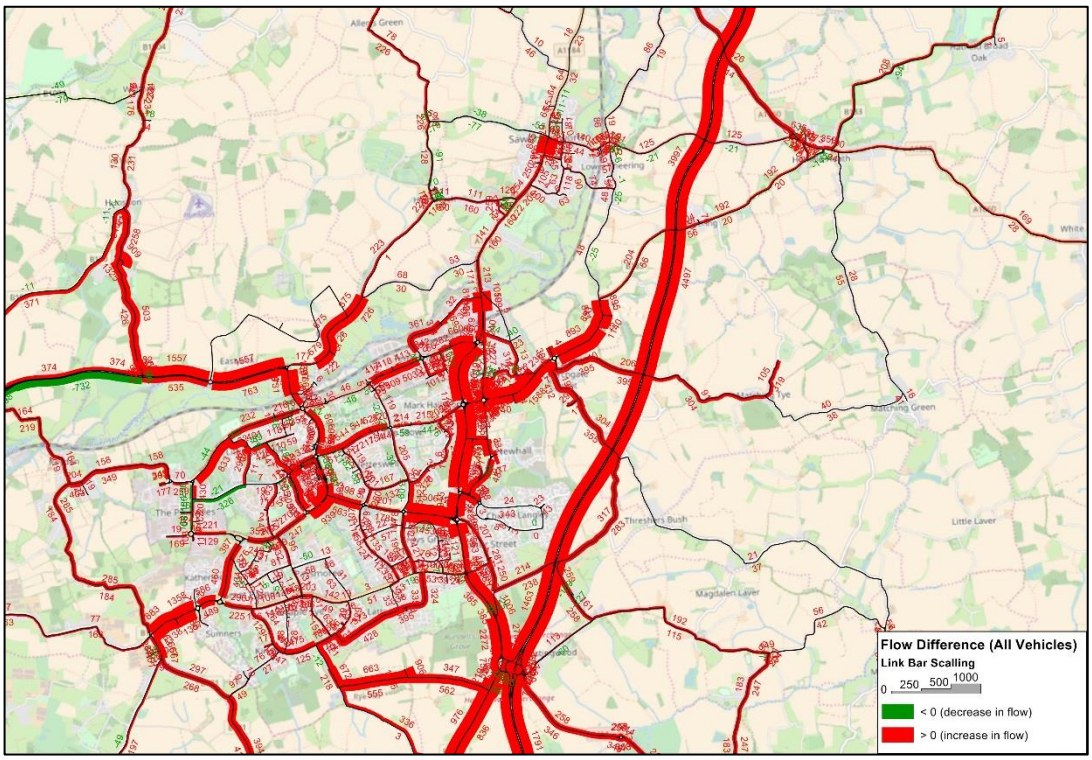


Flow differences between the base year and high do-minimum 2036 scenarios

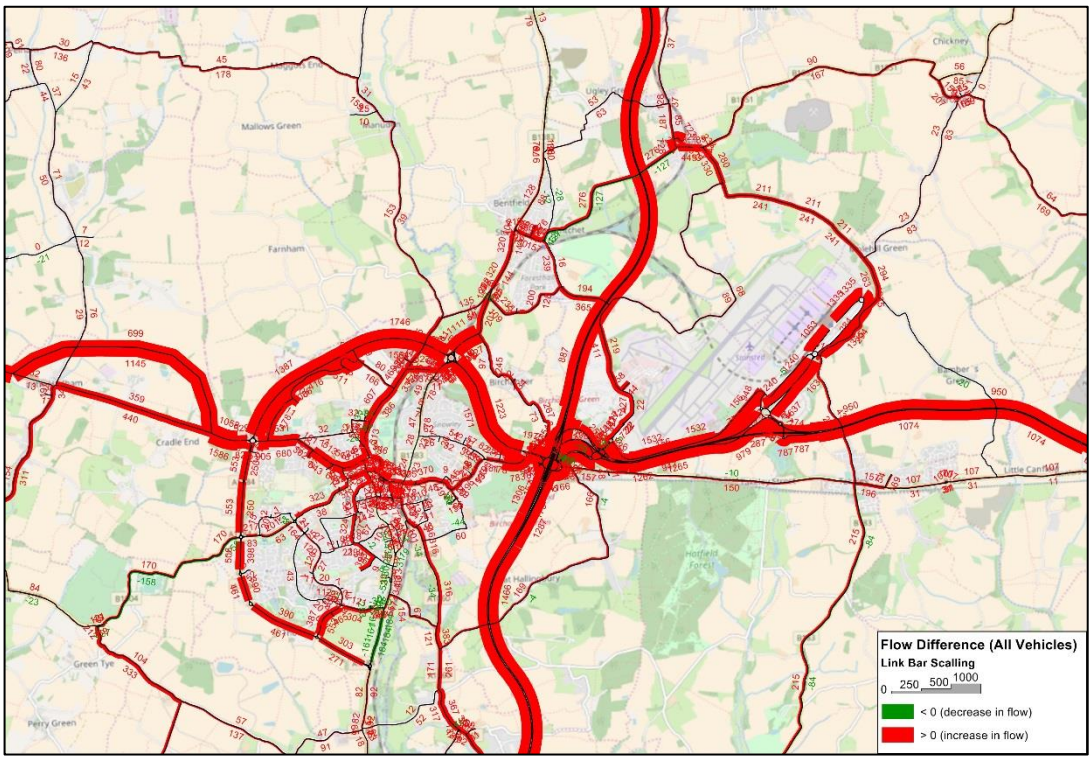
High Traffic Flow Difference between Base 2014 and DM 2036 models – AM (Overview)



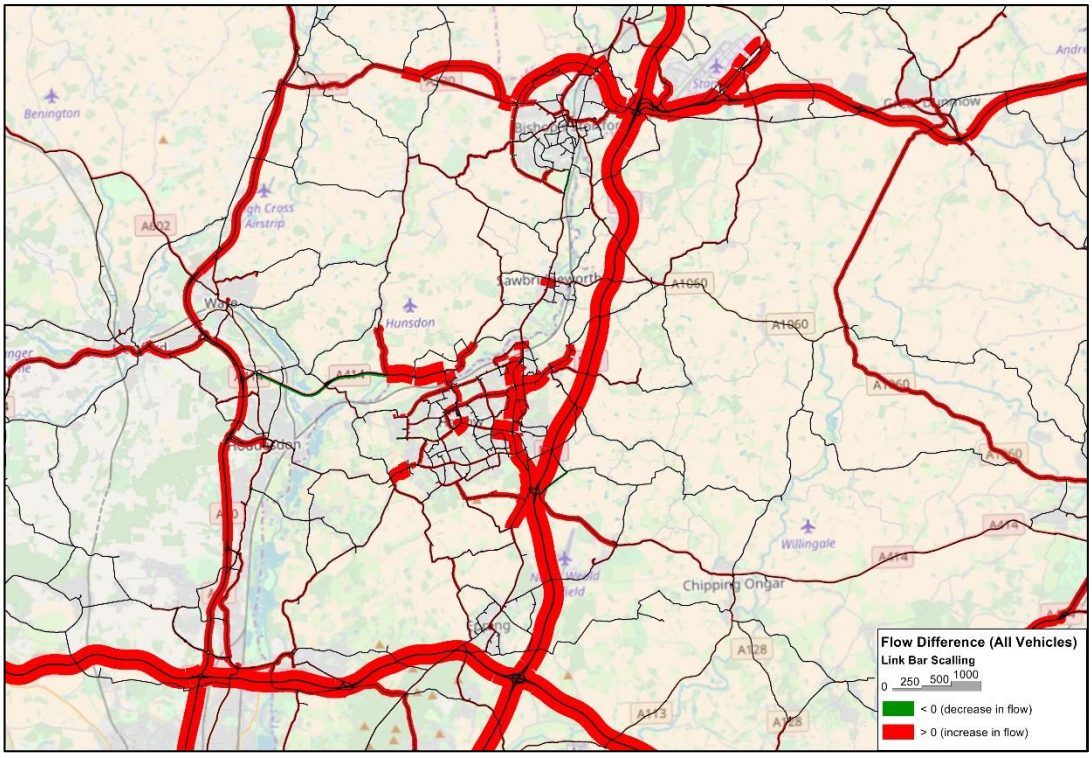
High Traffic Flow Difference between Base 2014 and DM 2036 models – AM (Harlow)



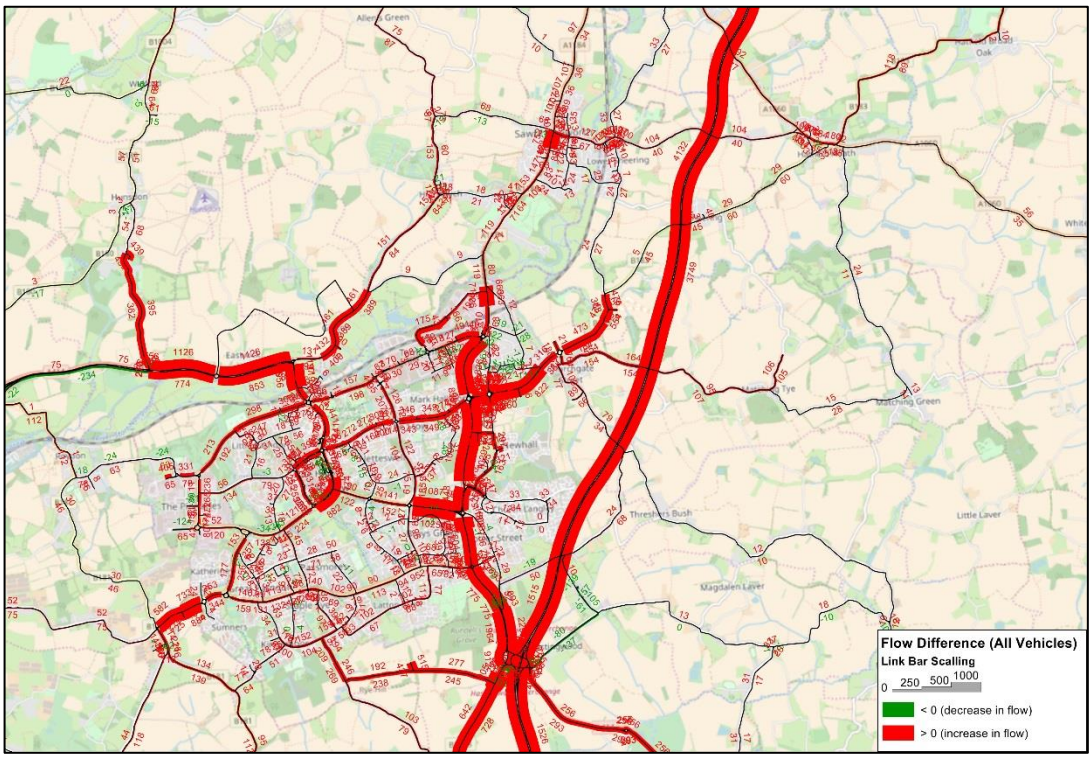
High Traffic Flow Difference between Base 2014 and DM 2036 models – AM (Bishop's Stortford)



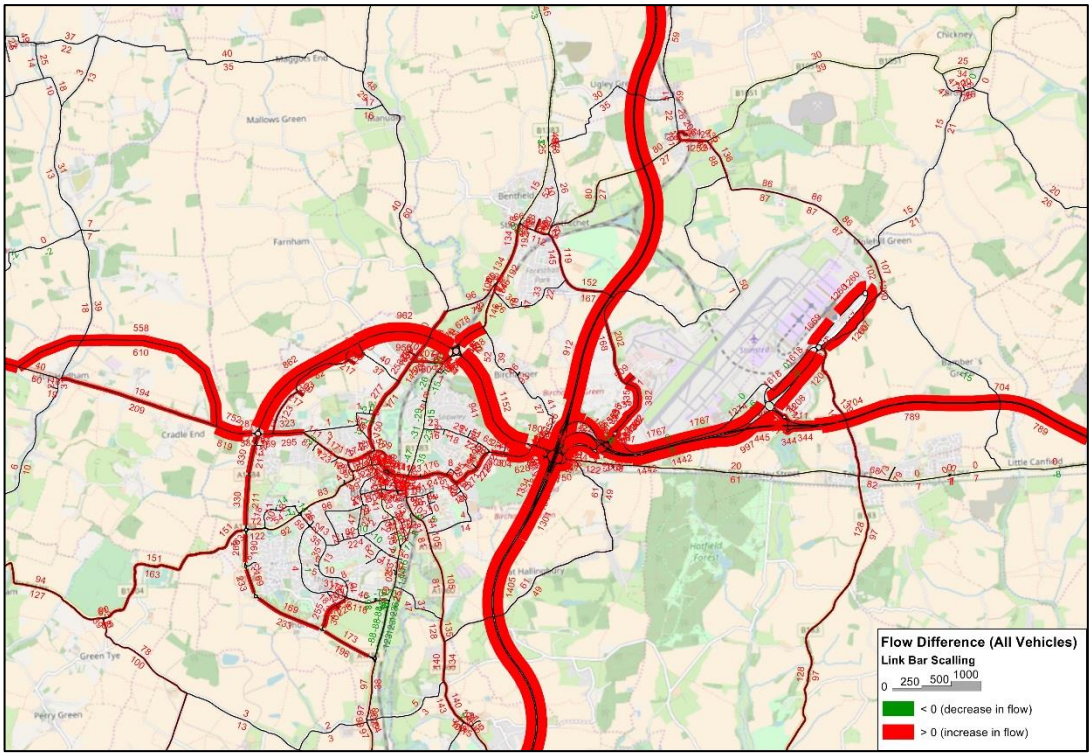
High Traffic Flow Difference between Base 2014 and DM 2036 models – IP (Overview)



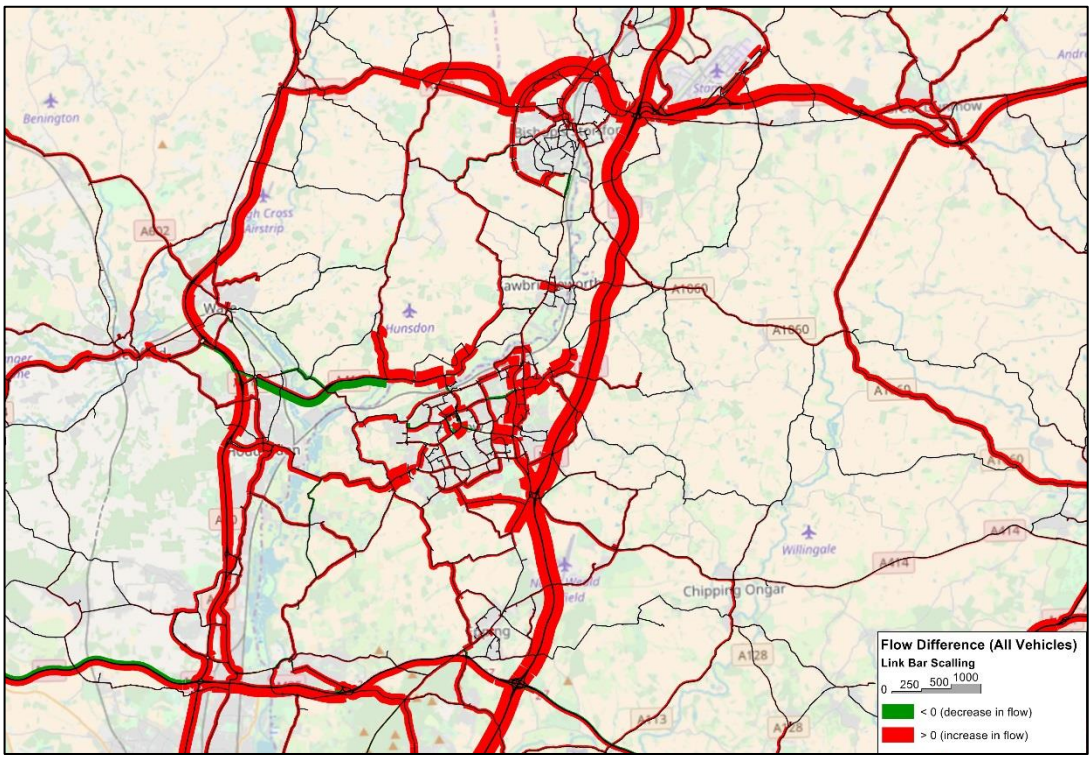
High Traffic Flow Difference between Base 2014 and DM 2036 models – IP (Harlow)



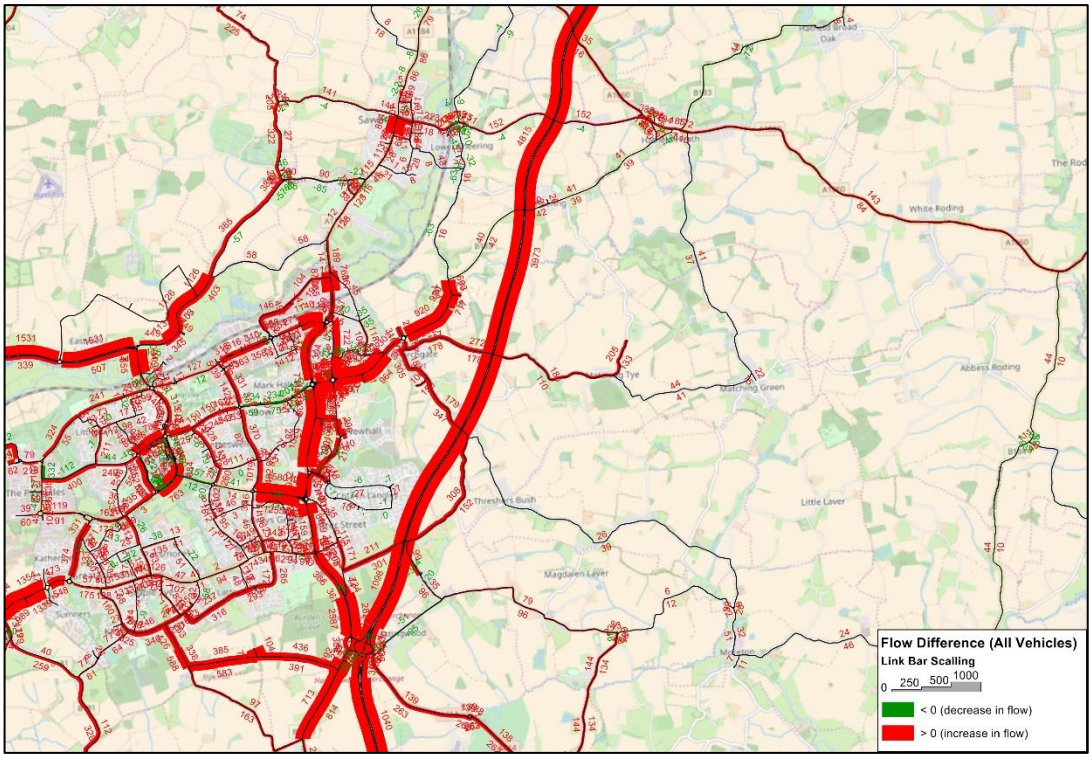
High Traffic Flow Difference between Base 2014 and DM 2036 models – IP (Bishop's Stortford)



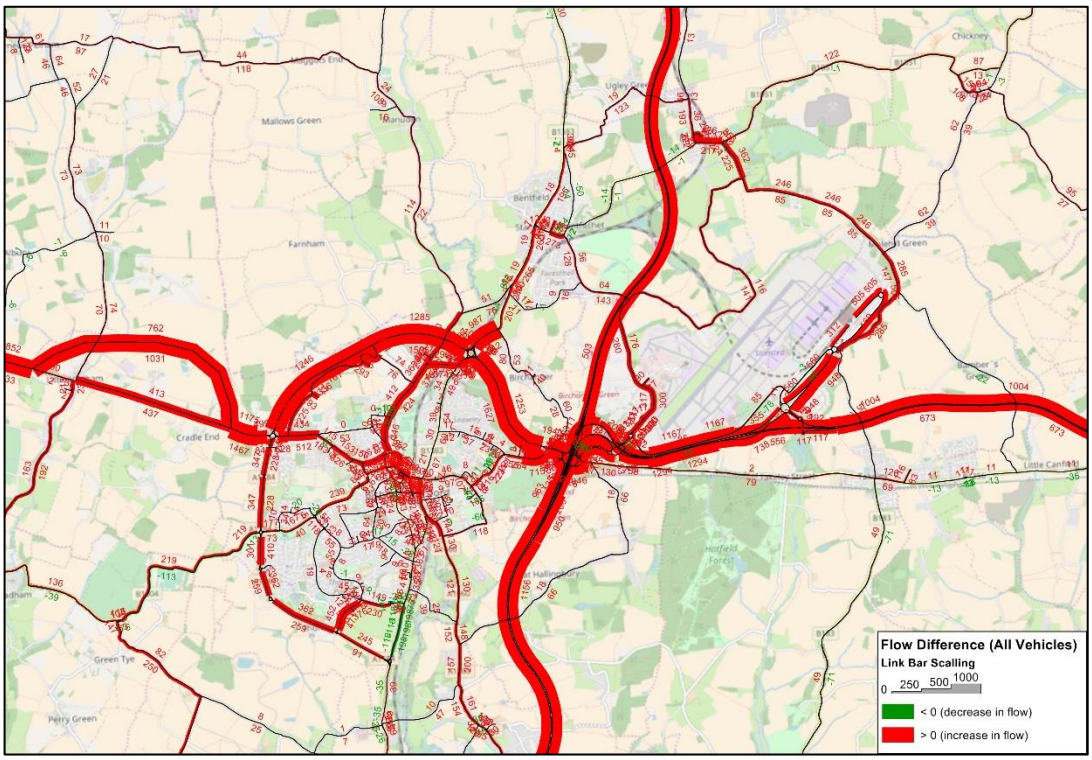
High Traffic Flow Difference between Base 2014 and DM 2036 models – PM (Overview)



High Traffic Flow Difference between Base 2014 and DM 2036 models – PM (Harlow)

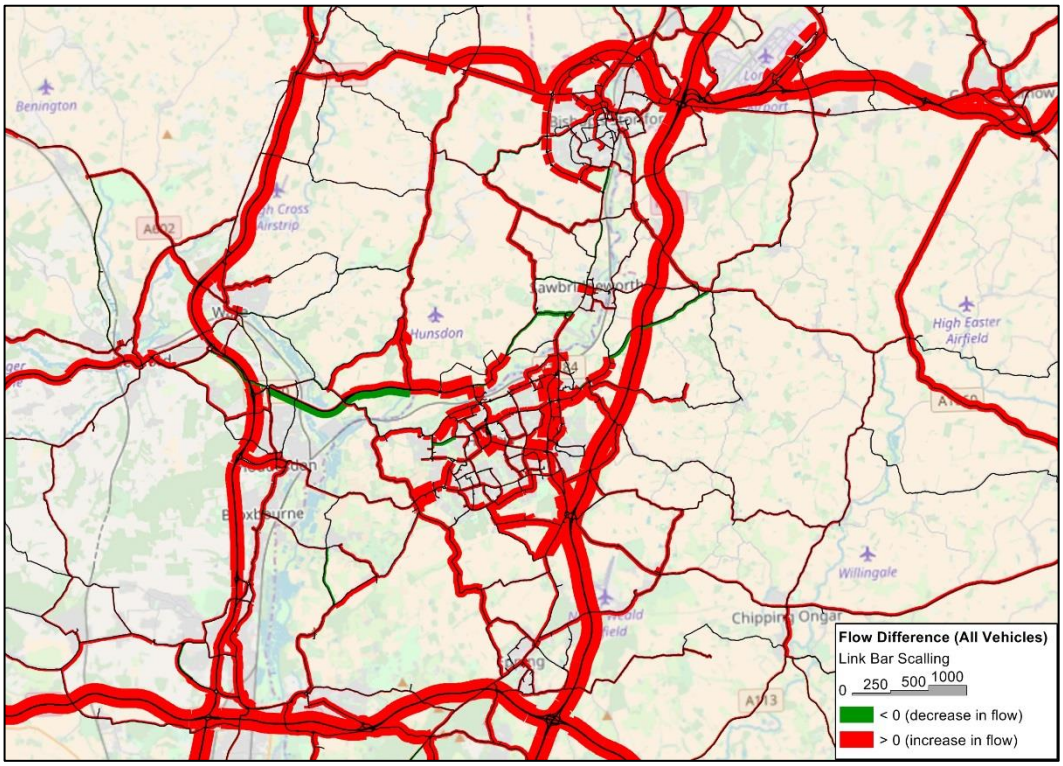


High Traffic Flow Difference between Base 2014 and DM 2036 models – PM (Bishop's Stortford)

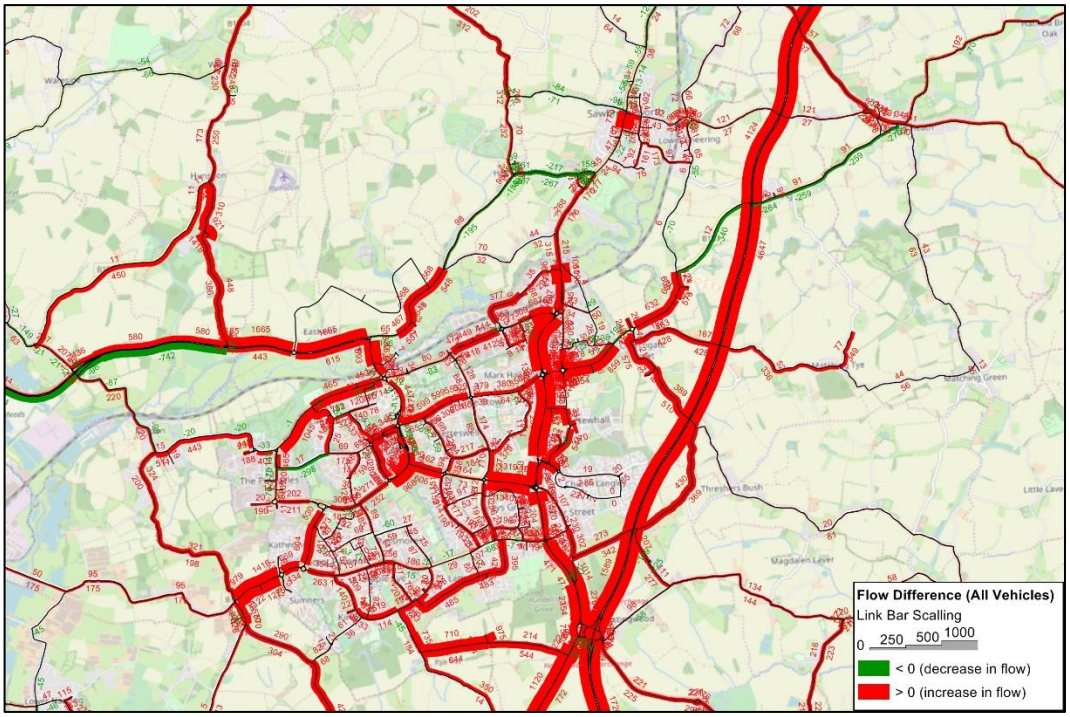


Flow differences between the base year and high do-minimum 2051 scenarios

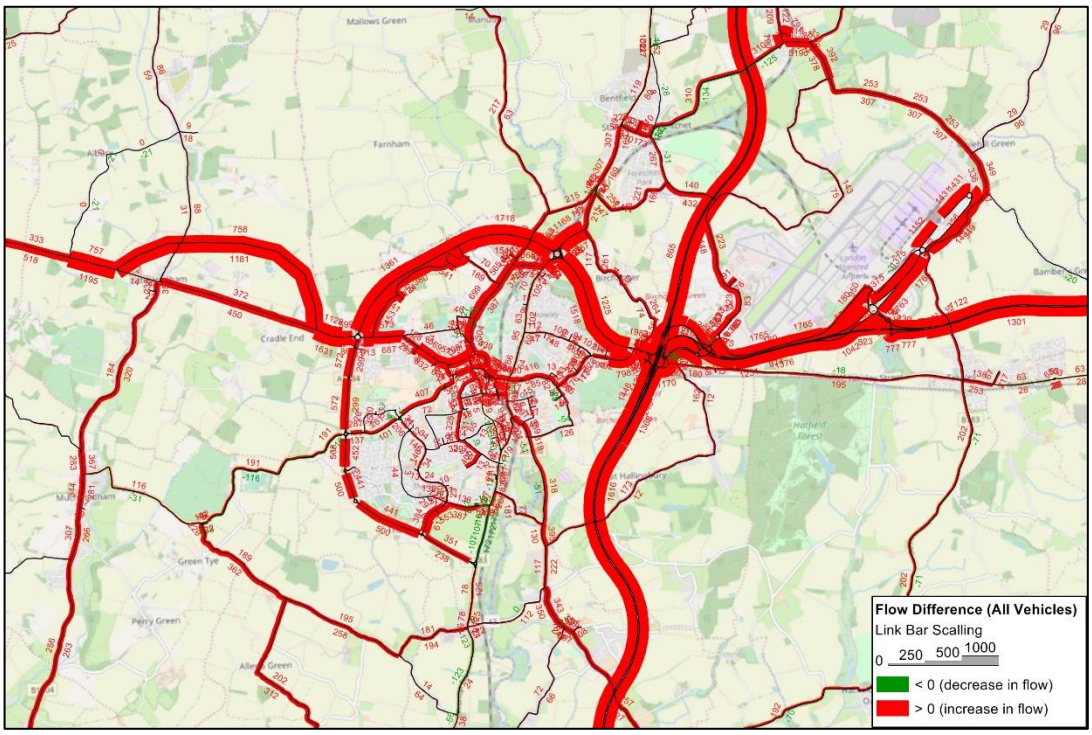
High Traffic Flow Difference between Base 2014 and DM 2051 models – AM (Overview)



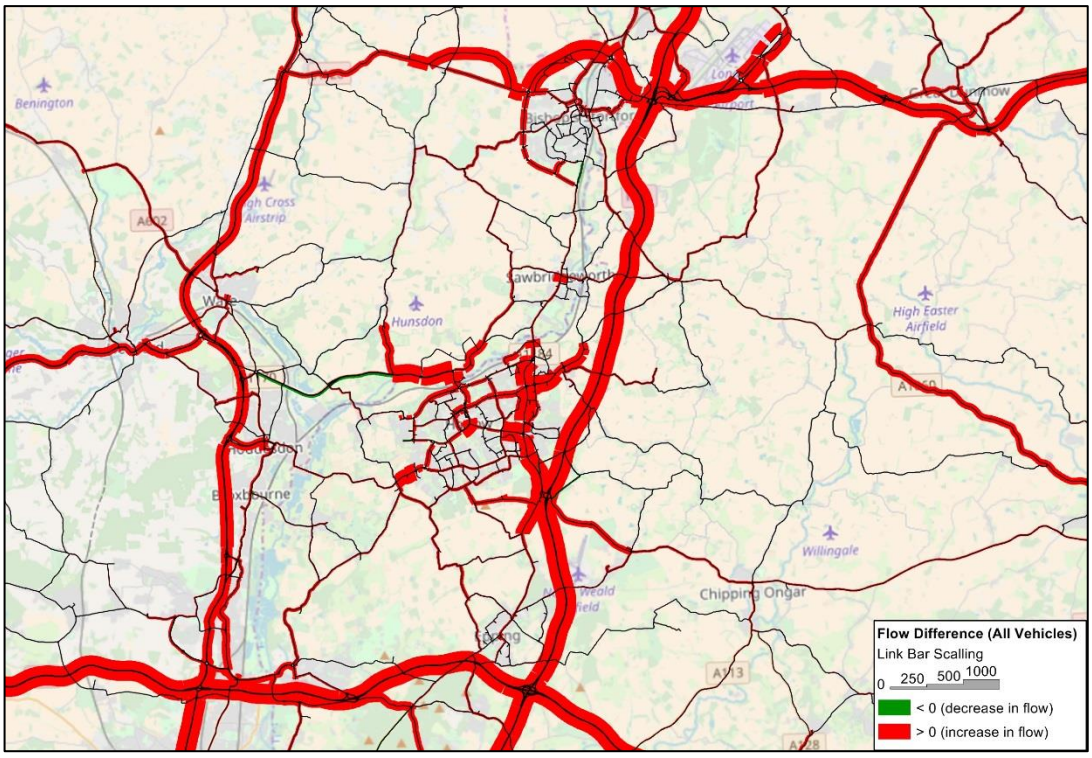
High Traffic Flow Difference between Base 2014 and DM 2051 models – AM (Harlow)



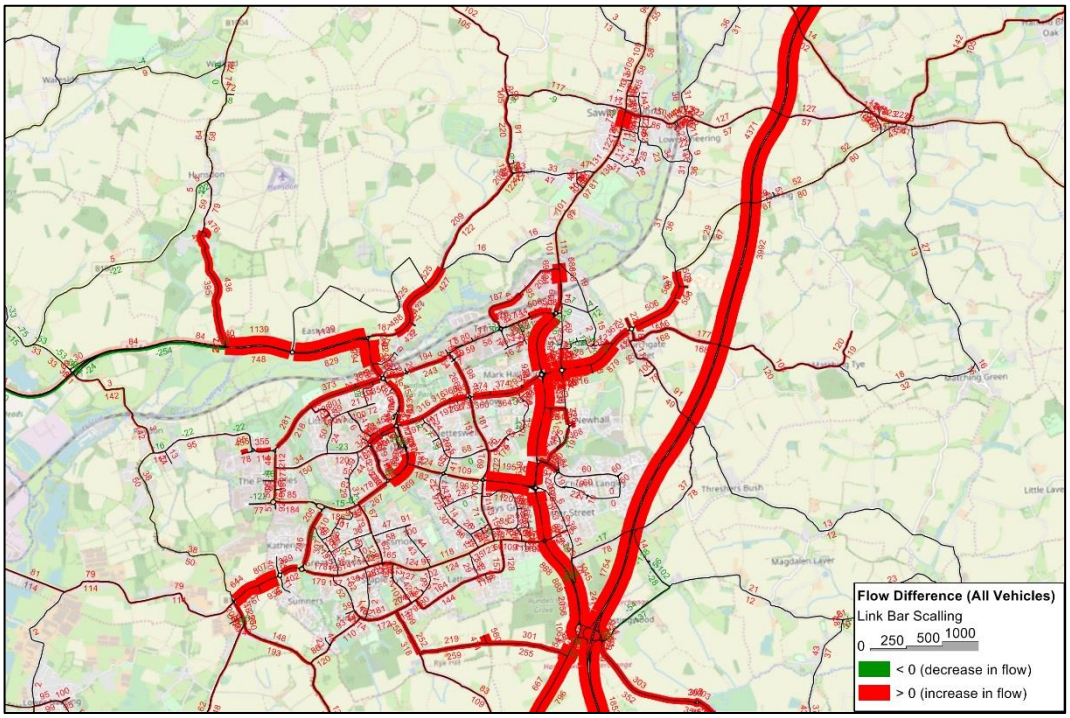
High Traffic Flow Difference between Base 2014 and DM 2051 models – AM (Bishop's Stortford)



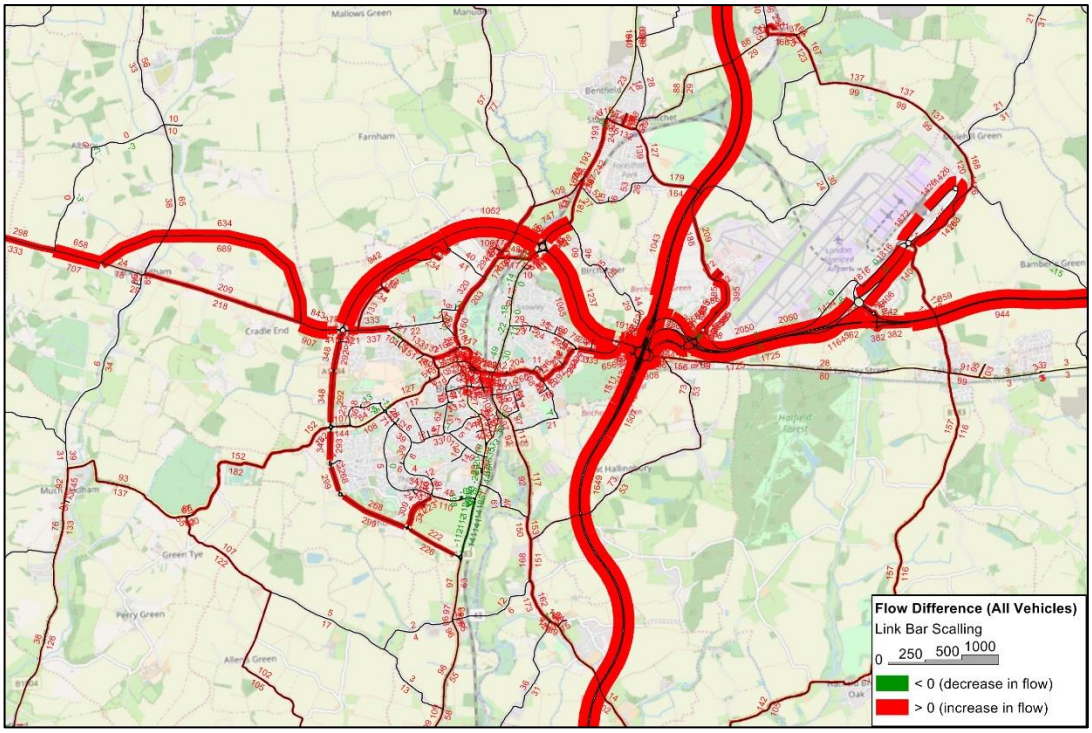
High Traffic Flow Difference between Base 2014 and DM 2051 models – IP (Overview)



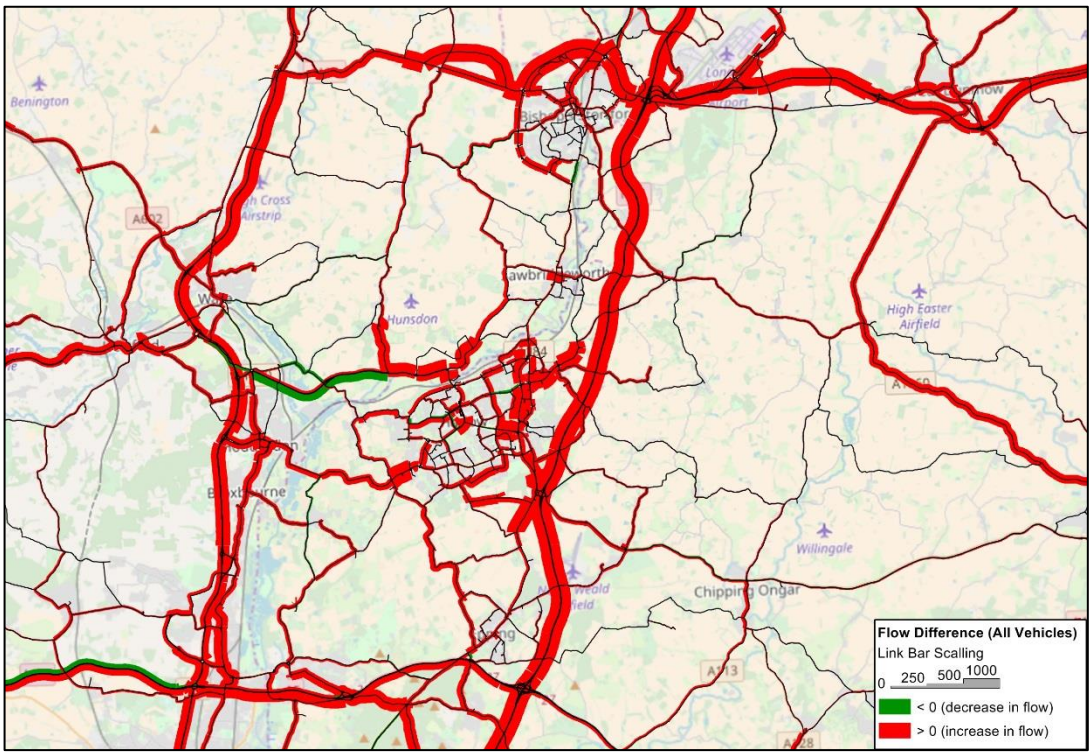
High Traffic Flow Difference between Base 2014 and DM 2051 models – IP (Harlow)



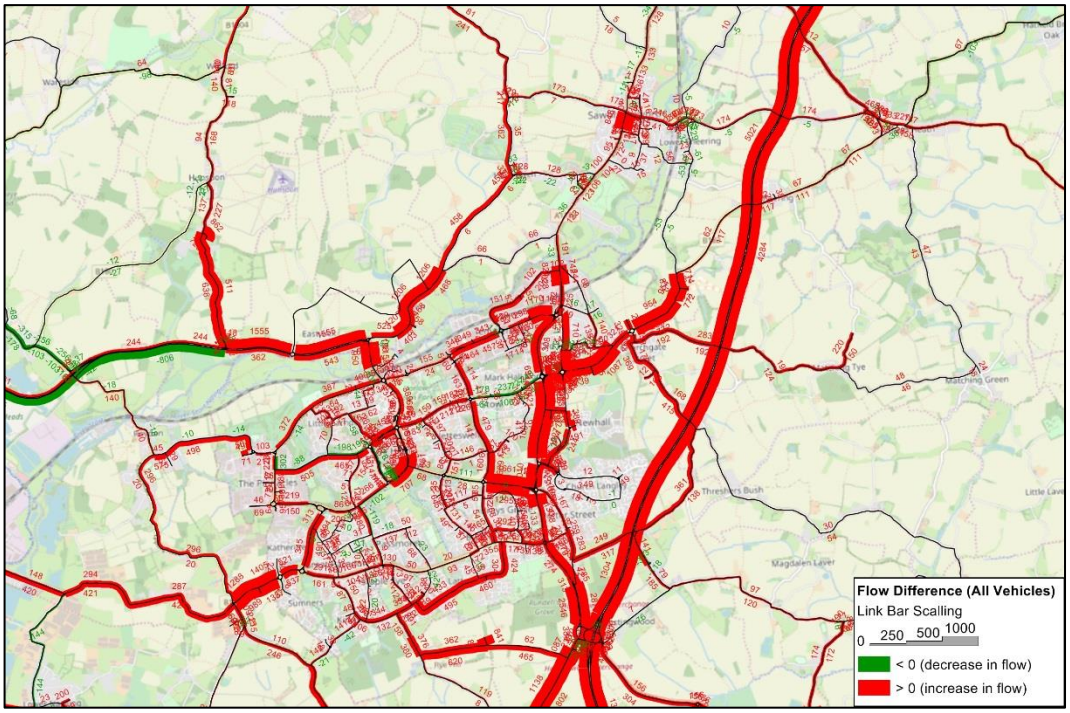
High Traffic Flow Difference between Base 2014 and DM 2051 models – IP (Bishop's Stortford)



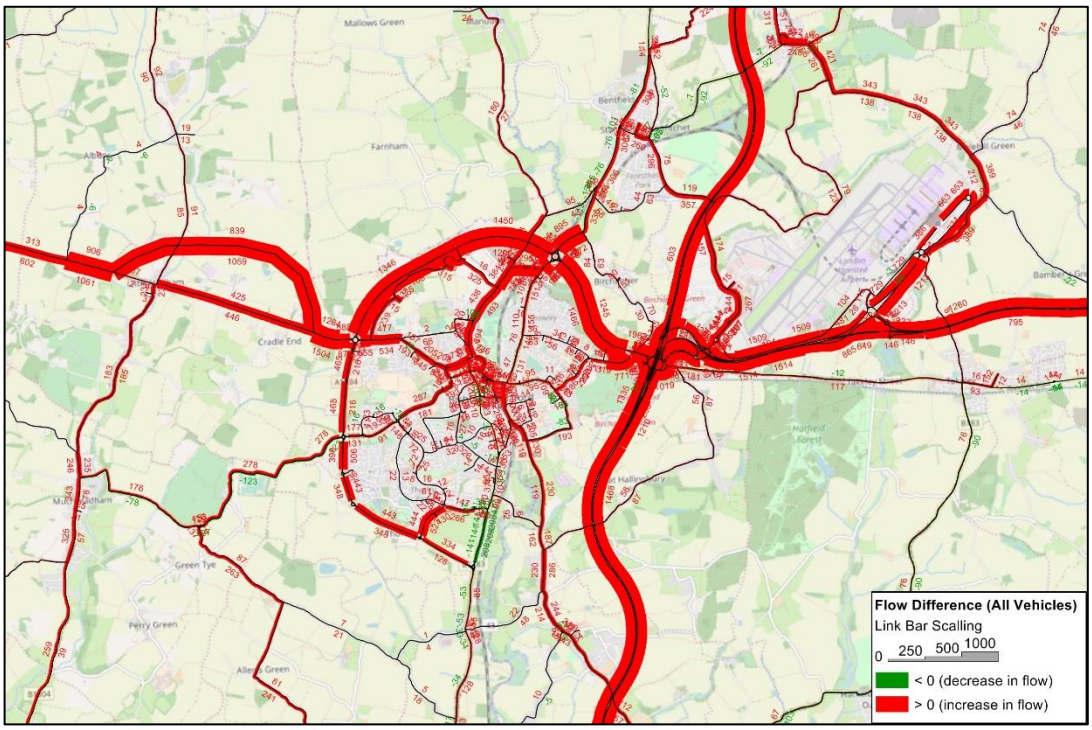
High Traffic Flow Difference between Base 2014 and DM 2051 models – PM (Overview)



High Traffic Flow Difference between Base 2014 and DM 2051 models – PM (Harlow)

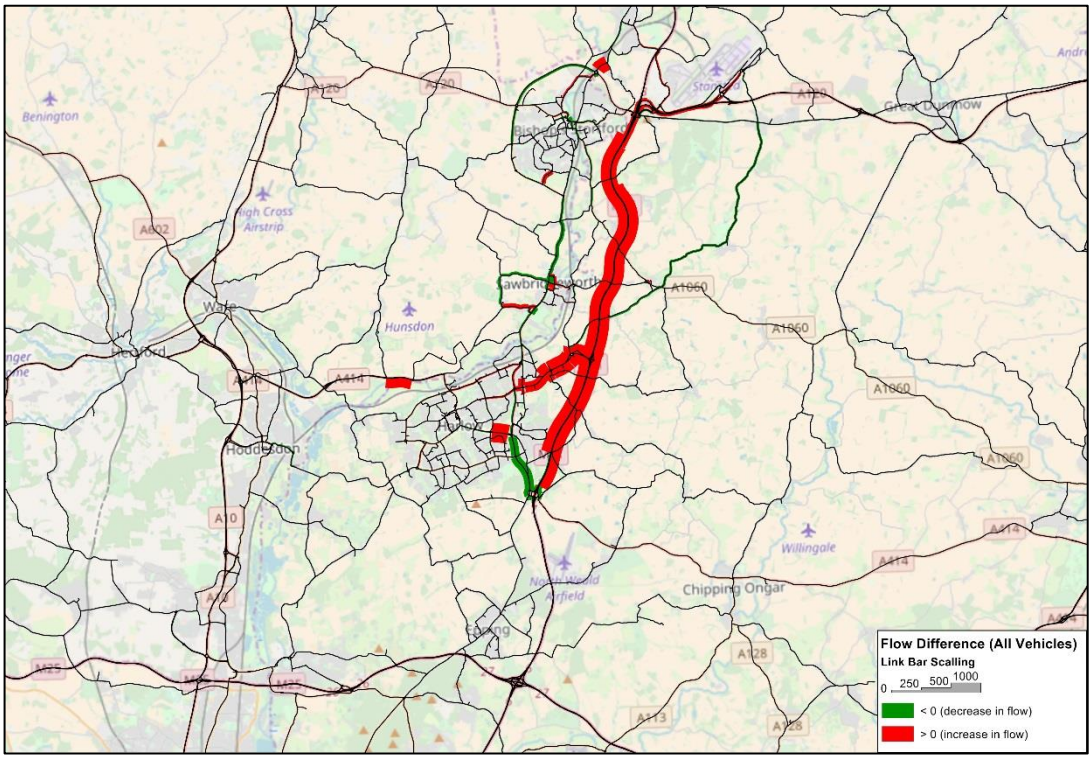


High Traffic Flow Difference between Base 2014 and DM 2051 models – PM (Bishop's Stortford)

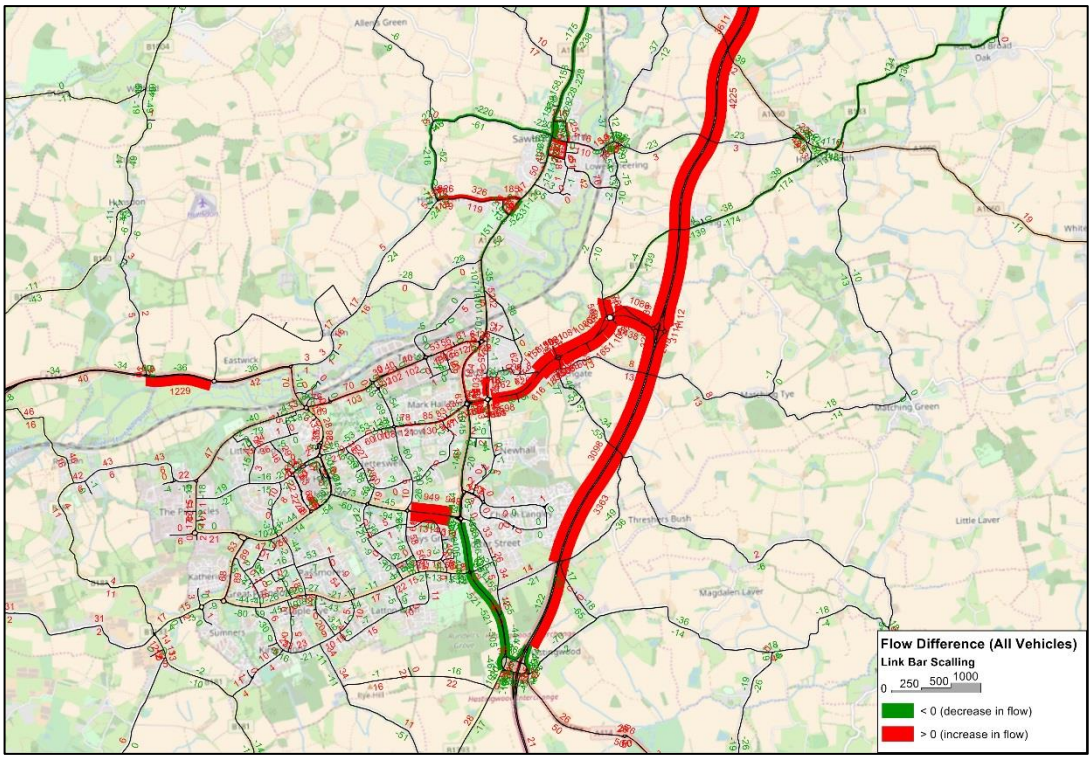


Flow differences between high do-minimum and high do-something scenarios in 2021

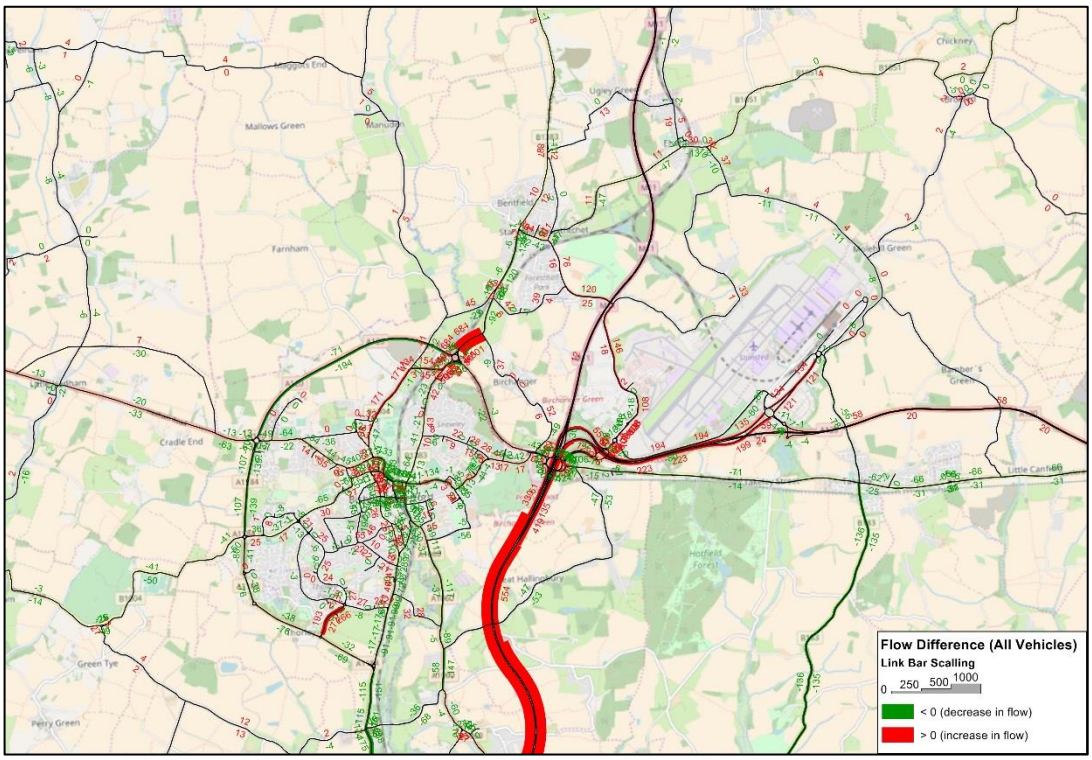
High Traffic Flow Difference between DM and DS 2021 models – AM (Overview)



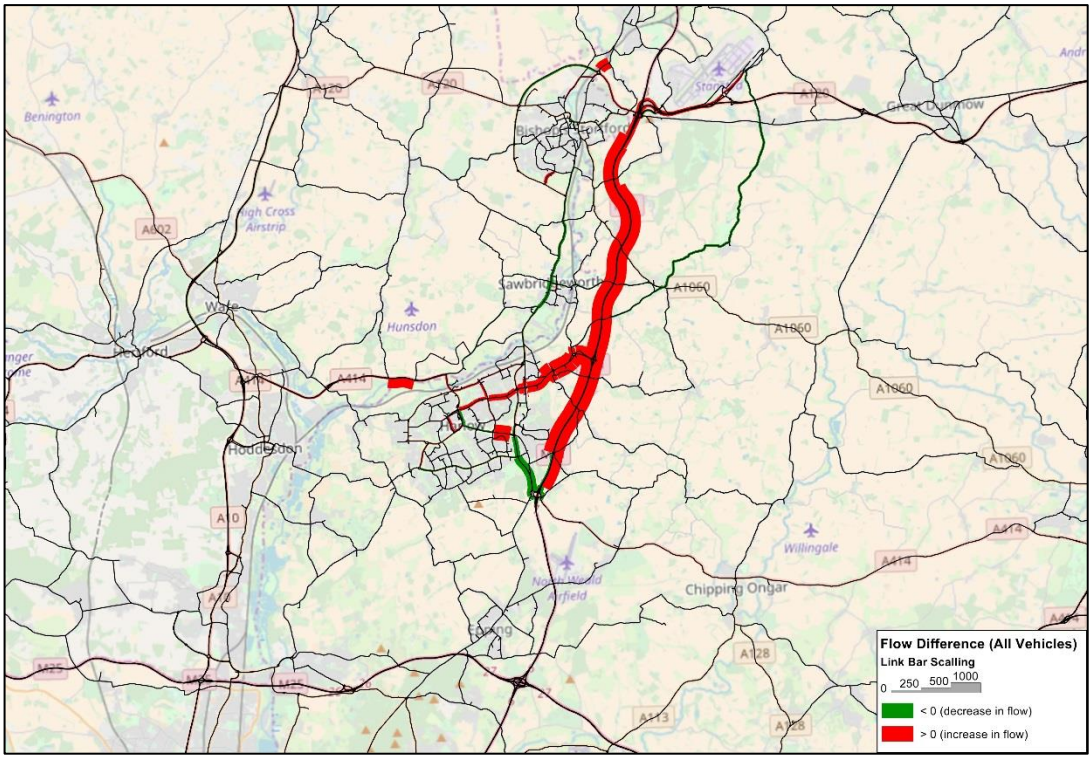
High Traffic Flow Difference between DM and DS 2021 models – AM (Harlow)



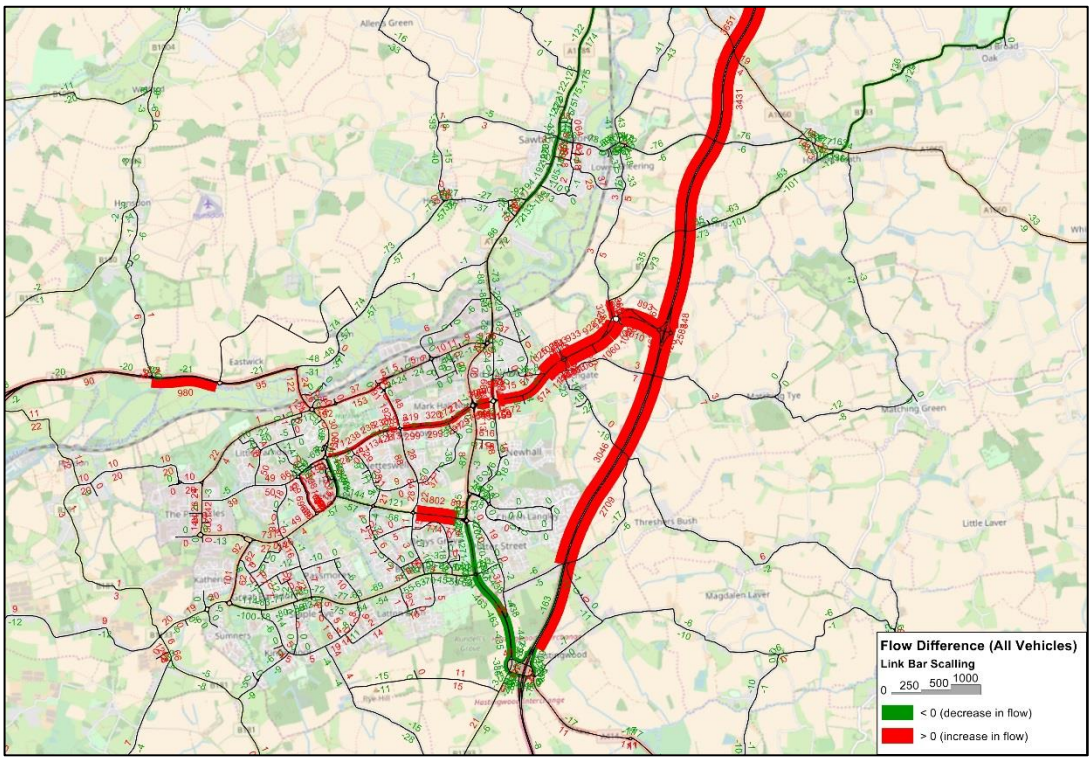
High Traffic Flow Difference between DM and DS 2021 models – AM (Bishop's Stortford)



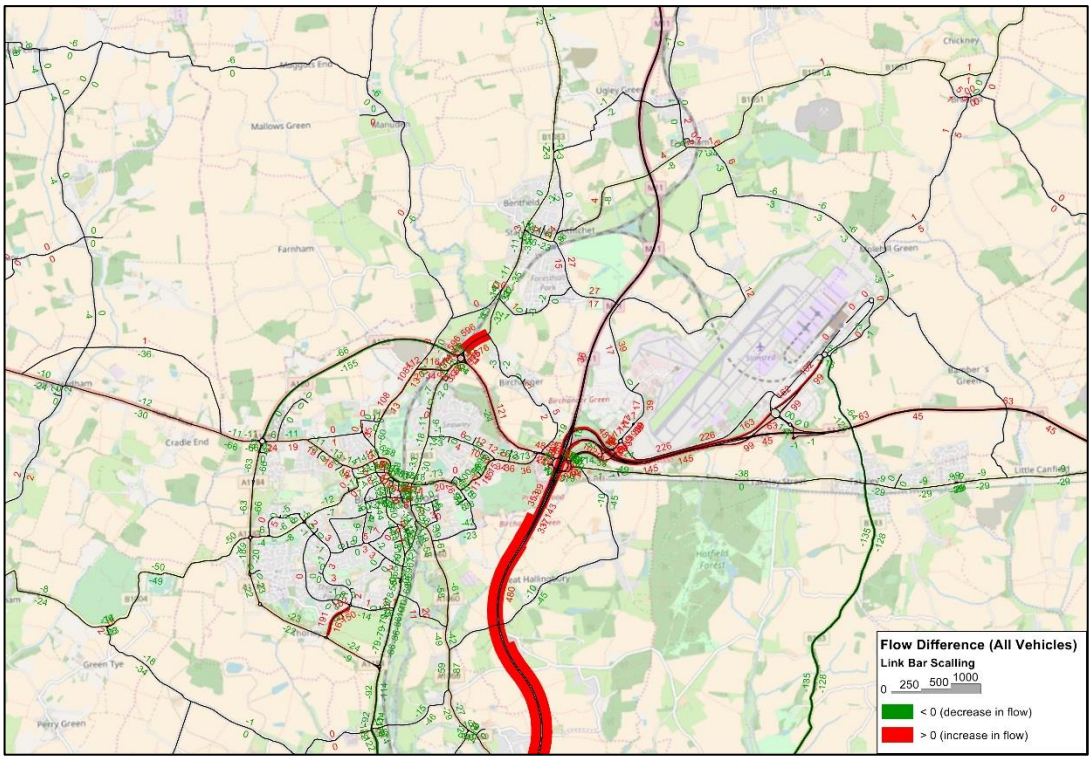
High Traffic Flow Difference between DM and DS 2021 models – IP (Overview)



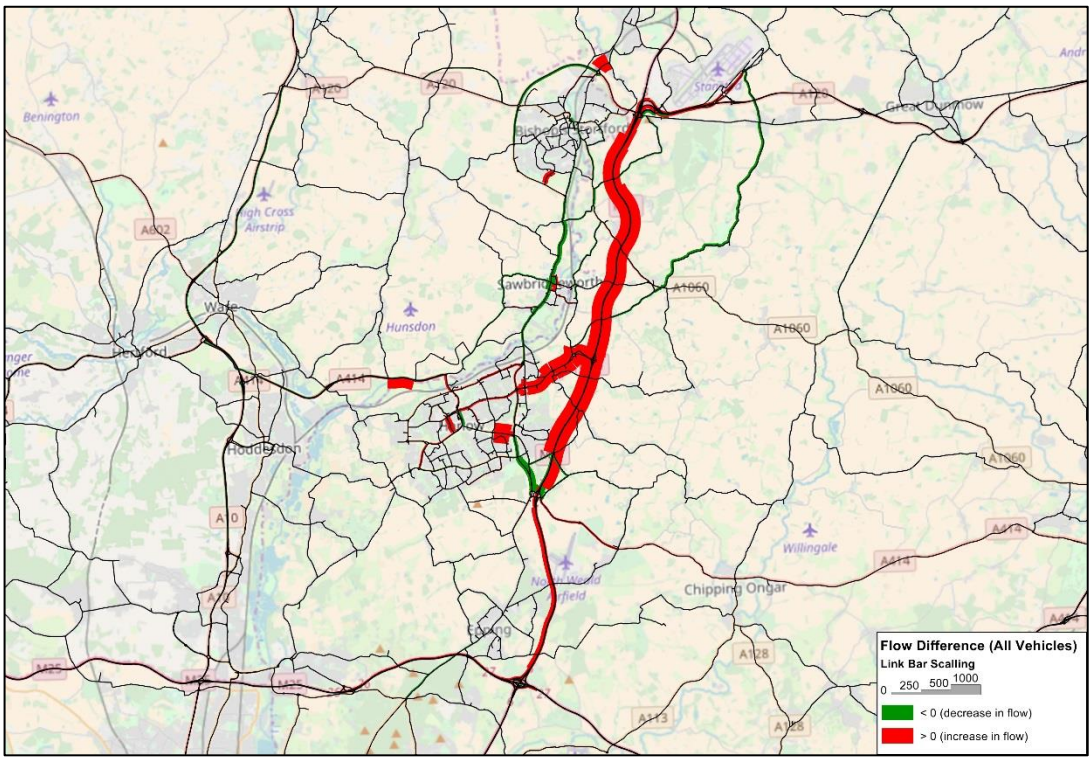
High Traffic Flow Difference between DM and DS 2021 models – IP (Harlow)



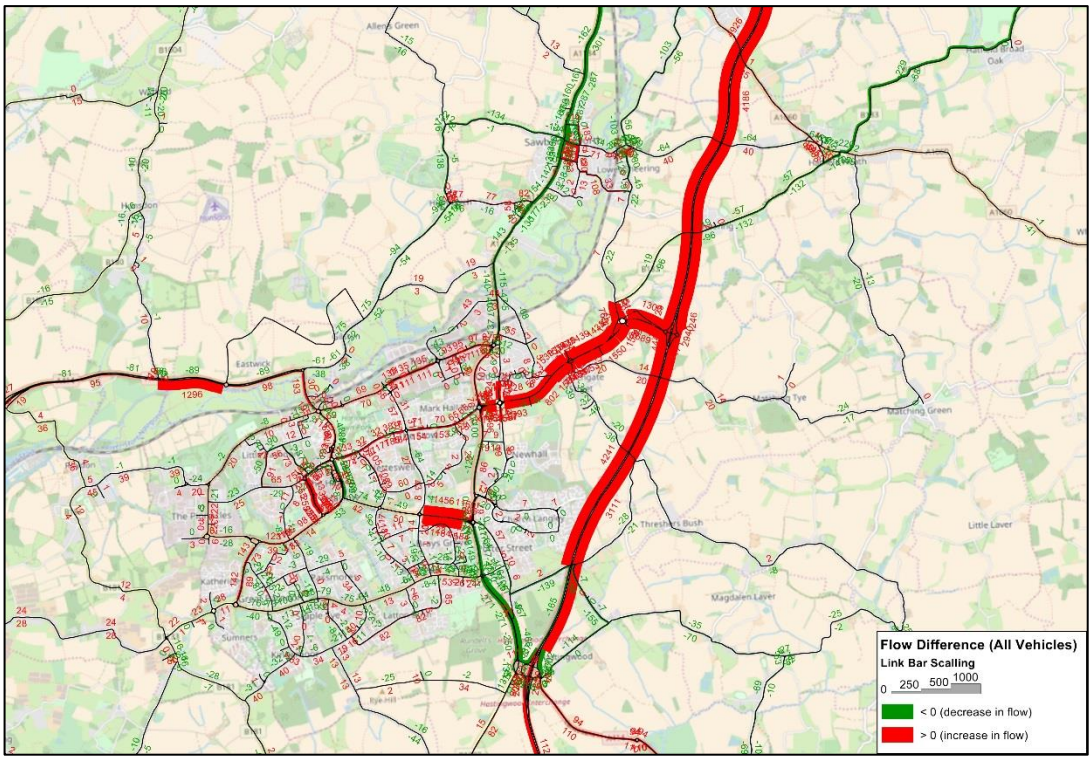
High Traffic Flow Difference between DM and DS 2021 models – IP (Bishop's Stortford)



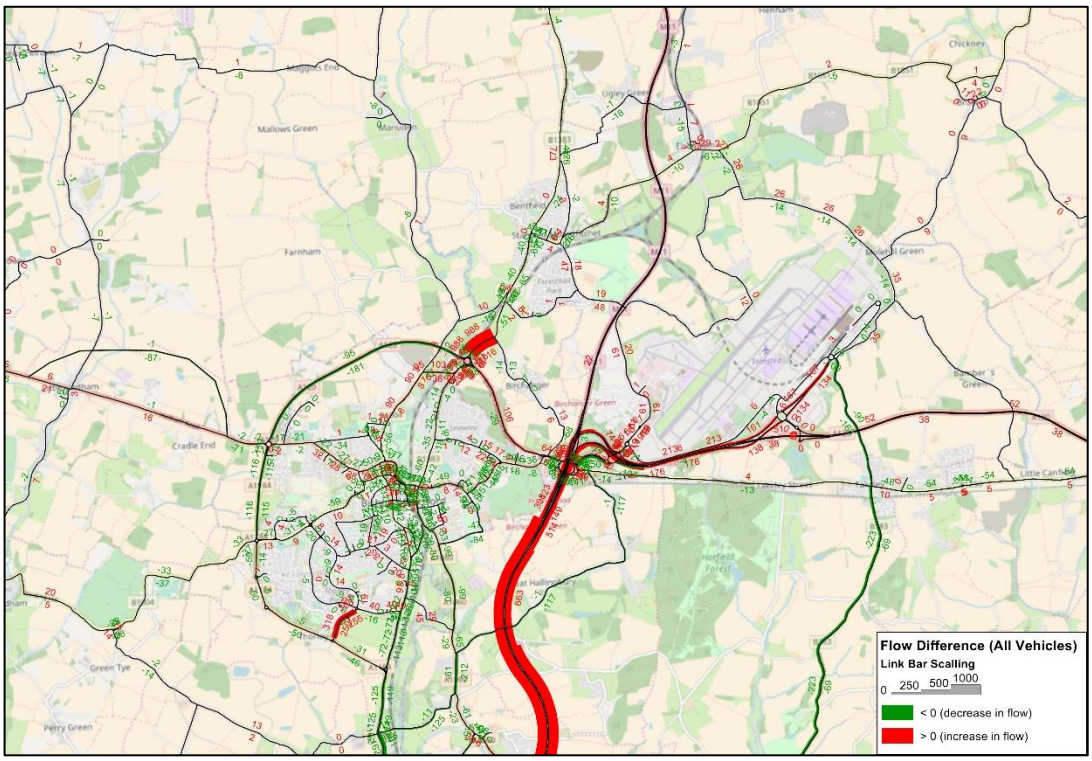
High Traffic Flow Difference between DM and DS 2021 models – PM (Overview)



High Traffic Flow Difference between DM and DS 2021 models – PM (Harlow)

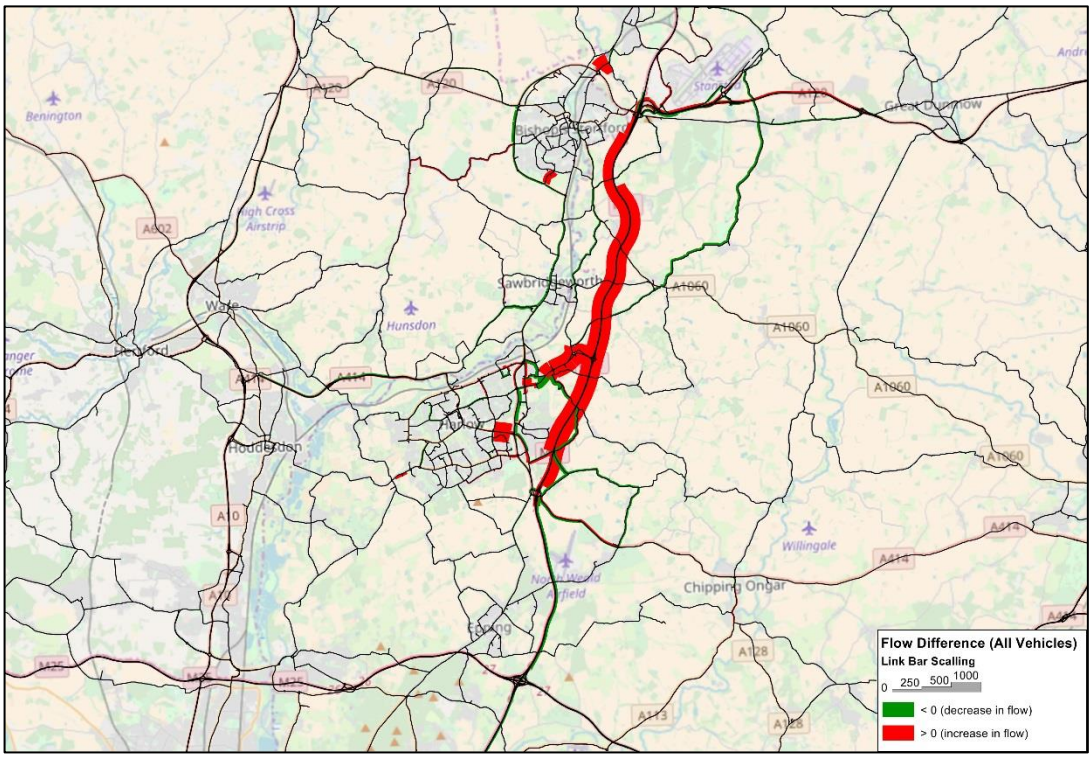


High Traffic Flow Difference between DM and DS 2021 models – PM (Bishop's Stortford)

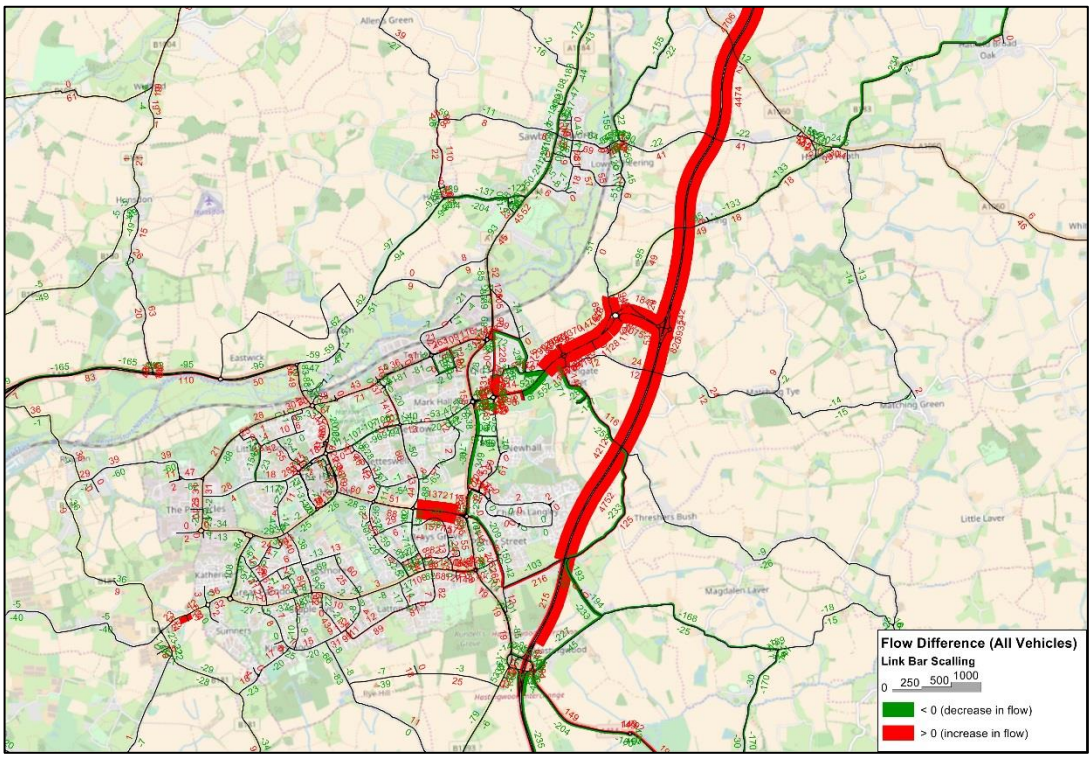


Flow differences between high do-minimum and high do-something scenarios in 2036

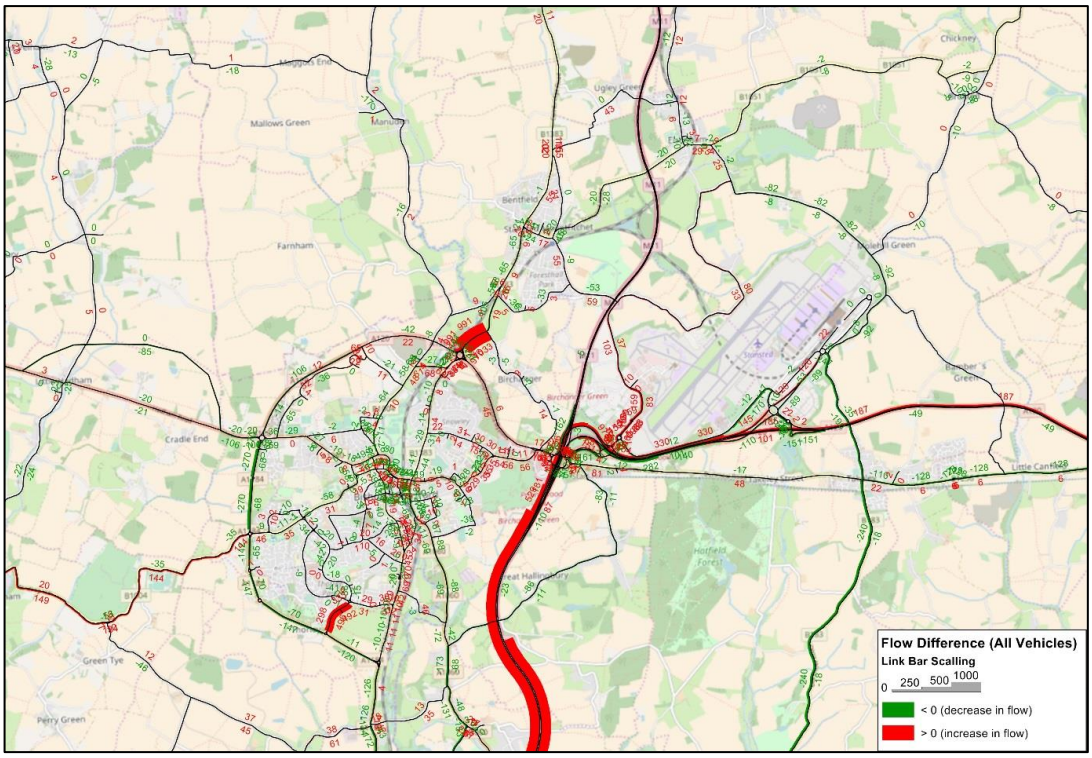
High Traffic Flow Difference between DM and DS 2036 models – AM (Overview)



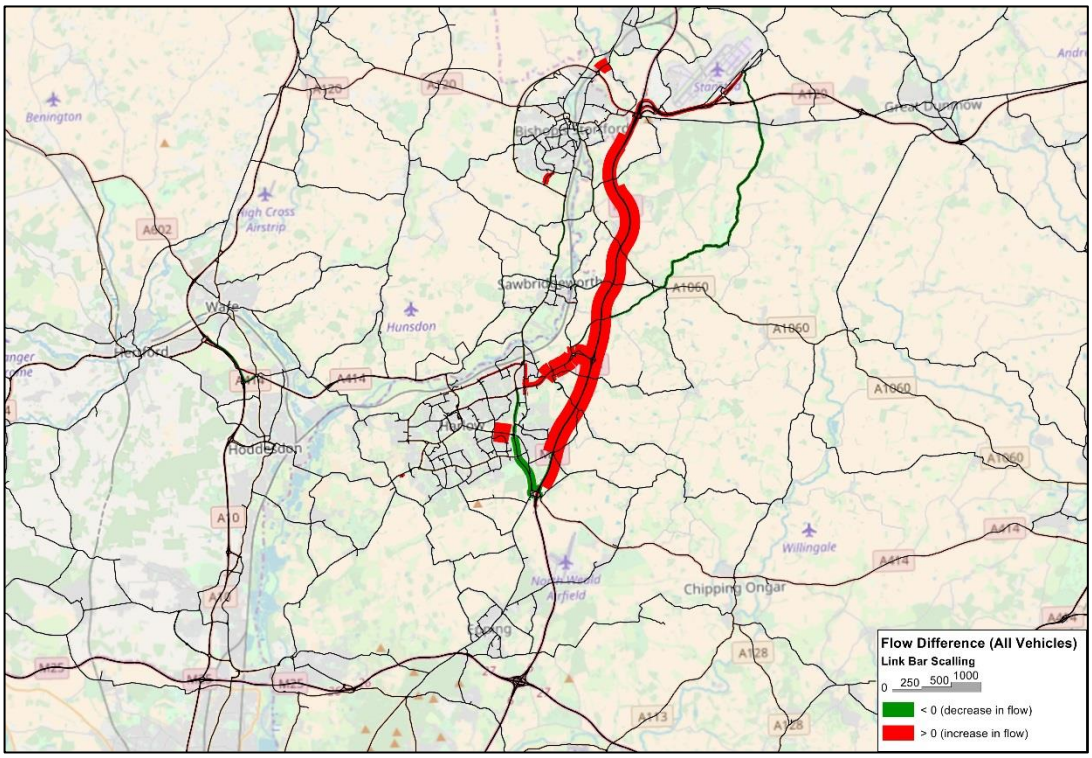
High Traffic Flow Difference between DM and DS 2036 models – AM (Harlow)



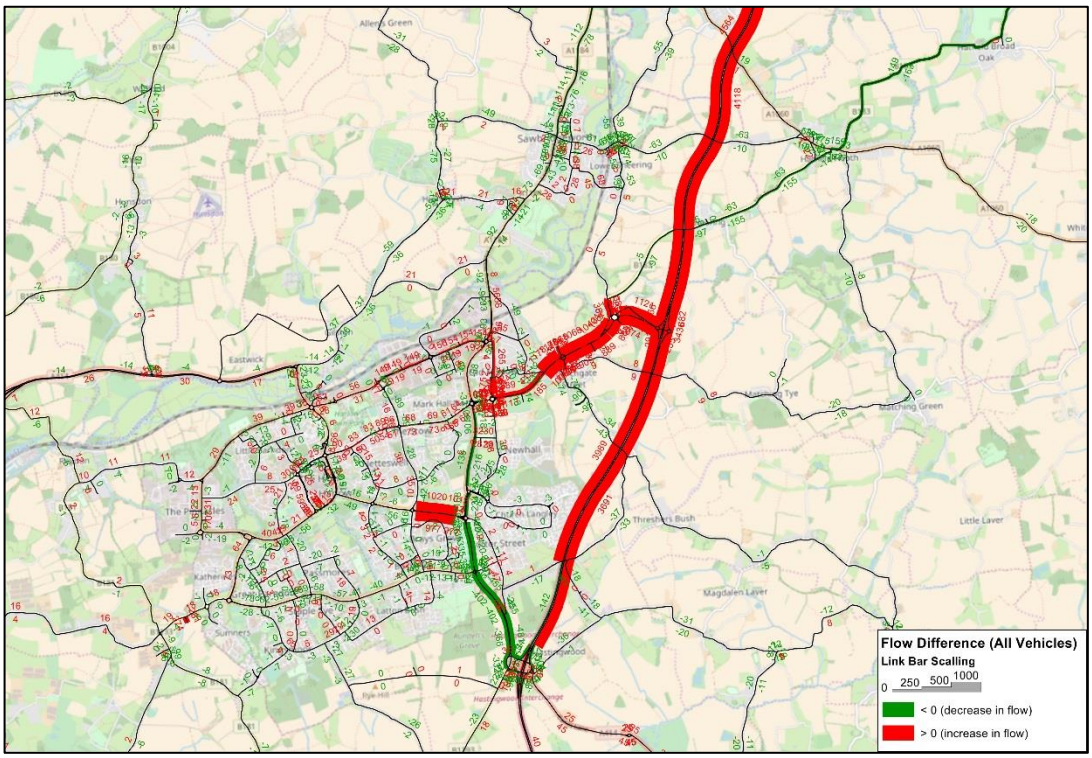
High Traffic Flow Difference between DM and DS 2036 models – AM (Bishop's Stortford)



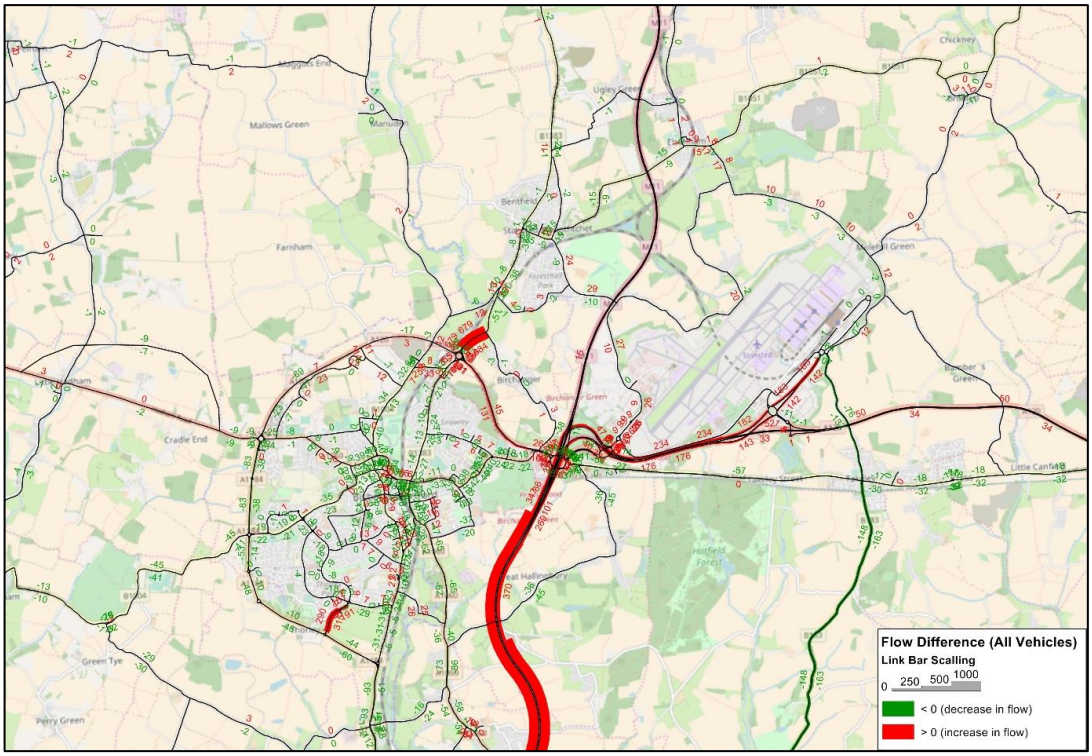
High Traffic Flow Difference between DM and DS 2036 models – IP (Overview)



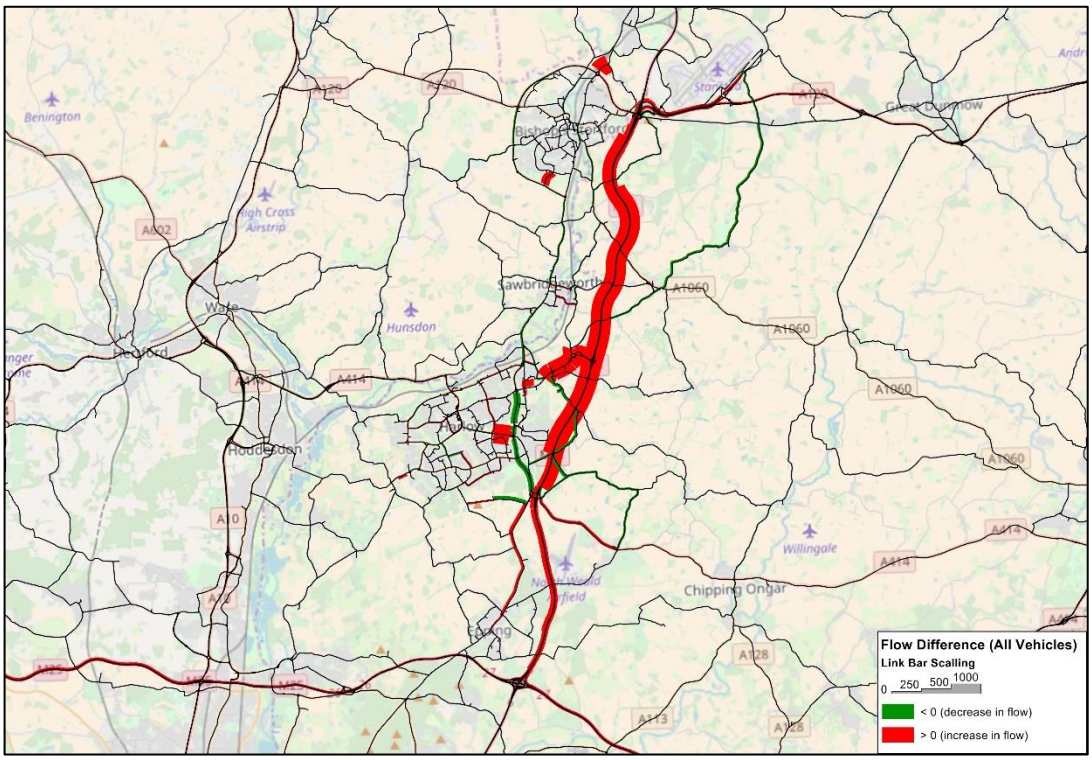
High Traffic Flow Difference between DM and DS 2036 models – IP (Harlow)



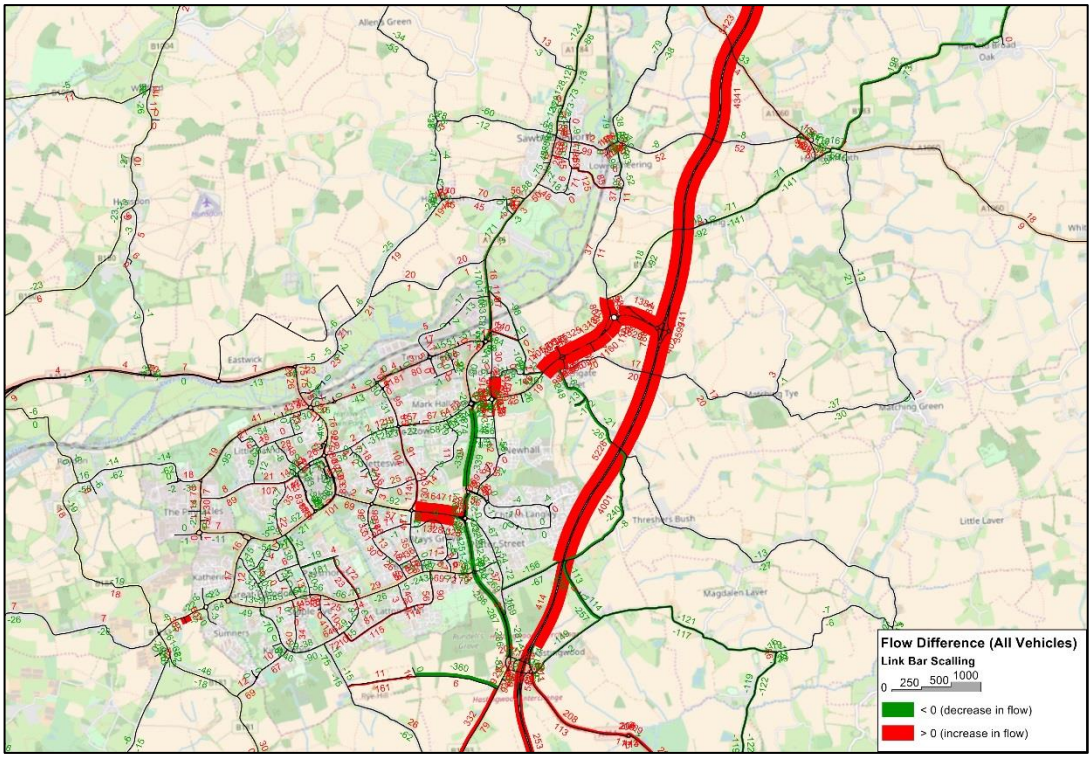
High Traffic Flow Difference between DM and DS 2036 models – IP (Bishop's Stortford)



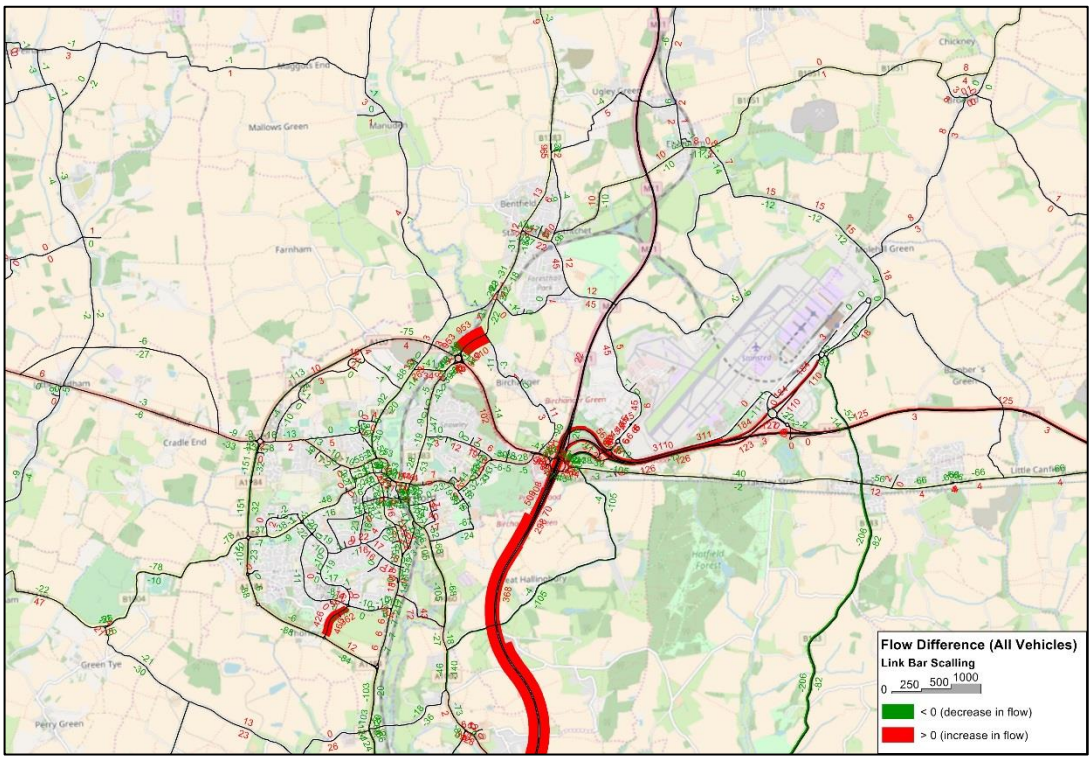
High Traffic Flow Difference between DM and DS 2036 models – PM (Overview)



High Traffic Flow Difference between DM and DS 2036 models – PM (Harlow)

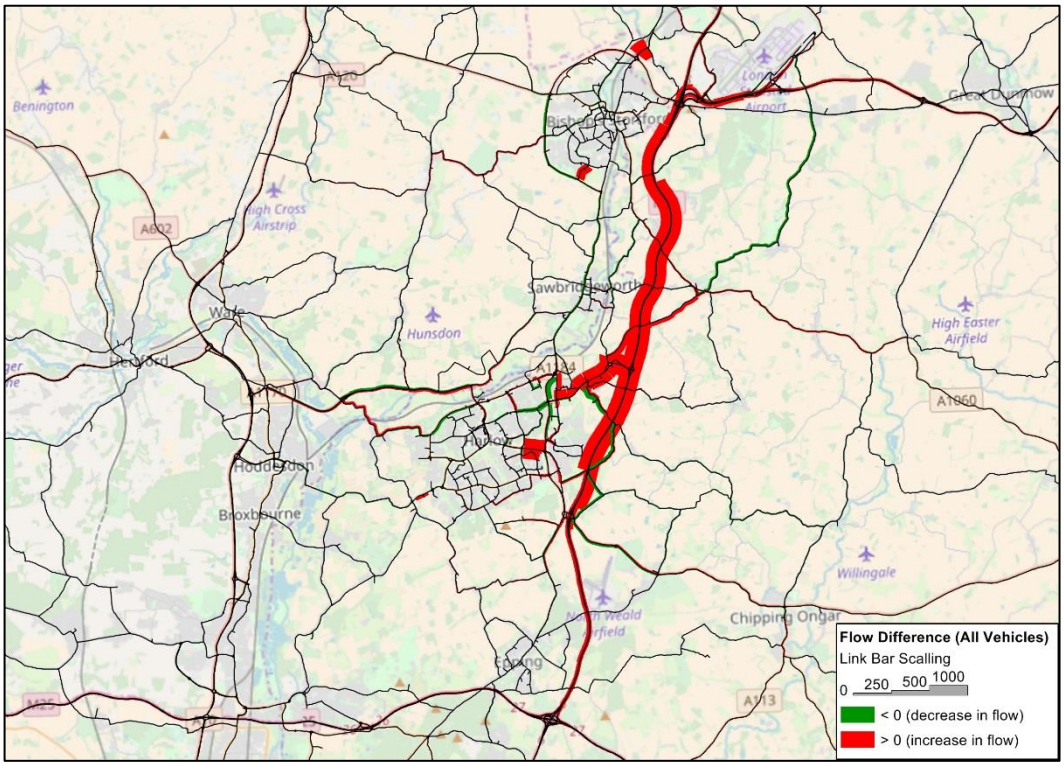


High Traffic Flow Difference between DM and DS 2036 models – PM (Bishop's Stortford)

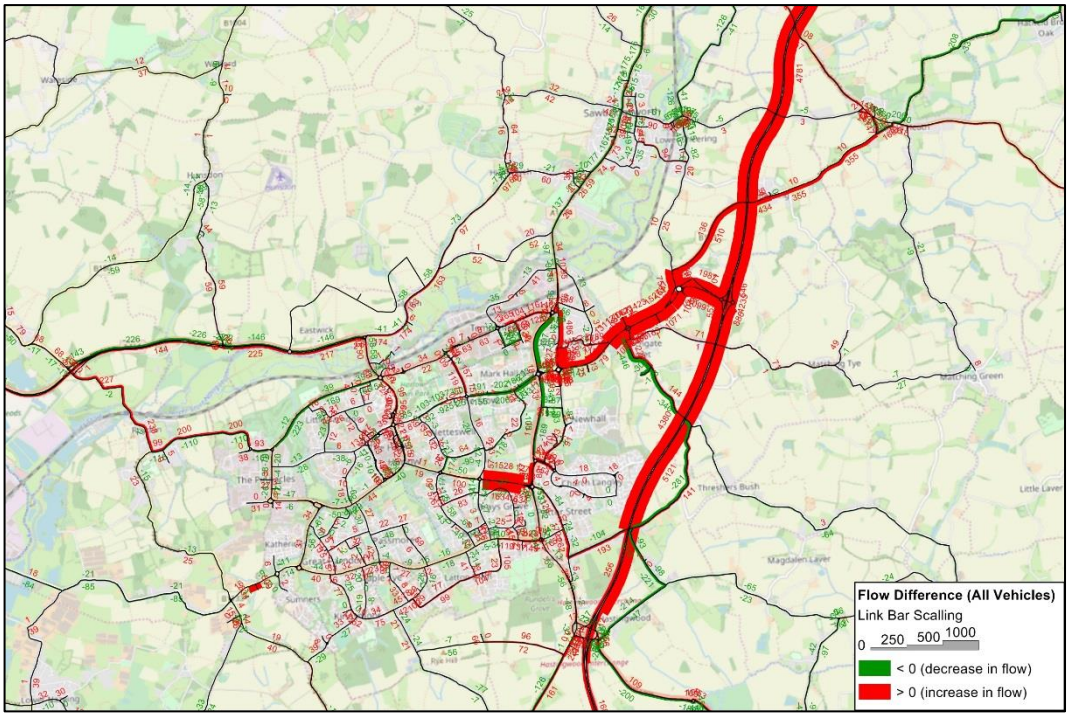


Flow differences between high do-minimum and high do-something scenarios in 2051

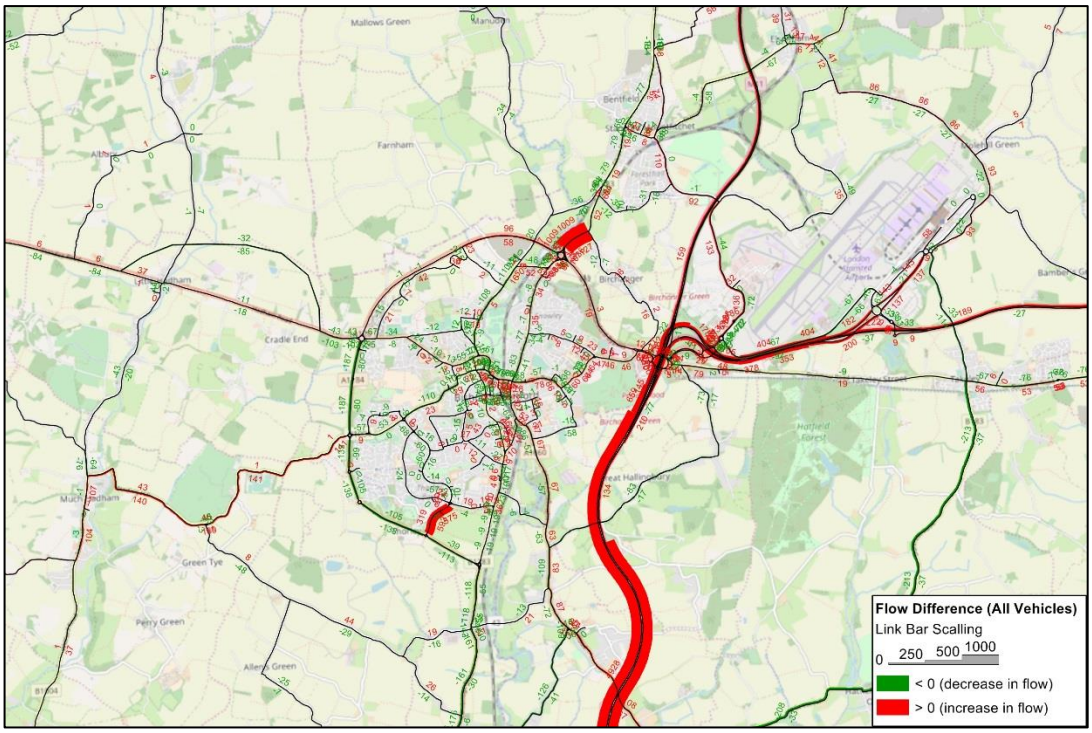
High Traffic Flow Difference between DM and DS 2051 models – AM (Overview)



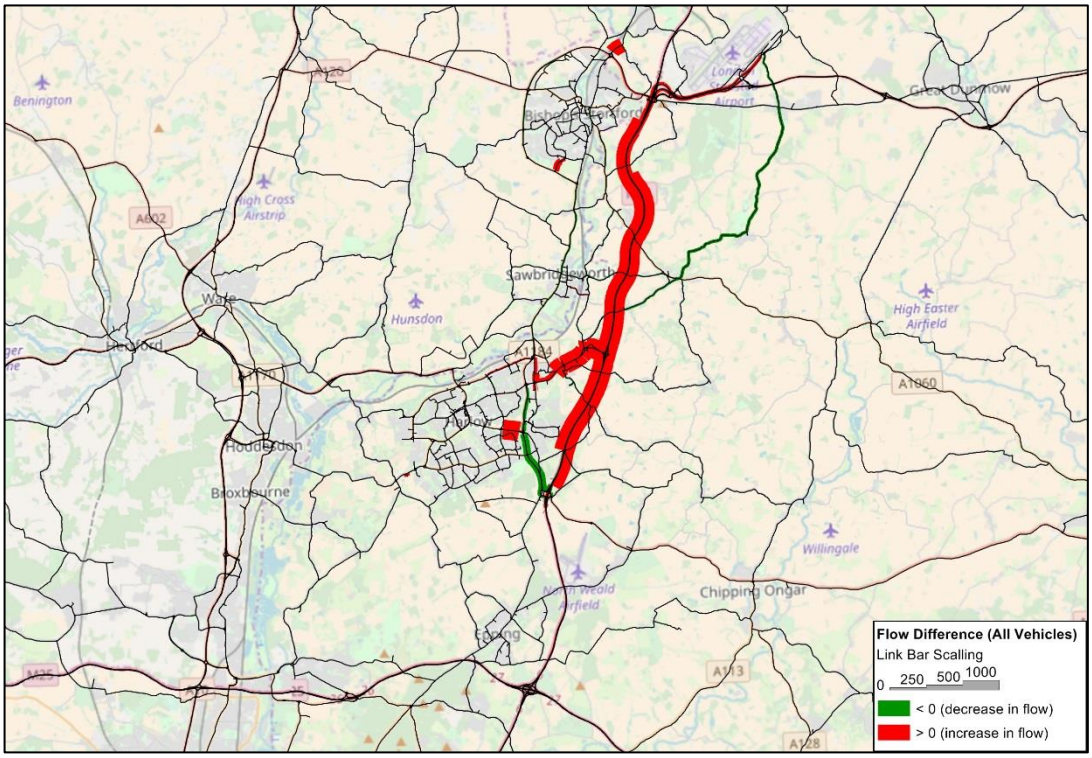
High Traffic Flow Difference between DM and DS 2051 models – AM (Harlow)



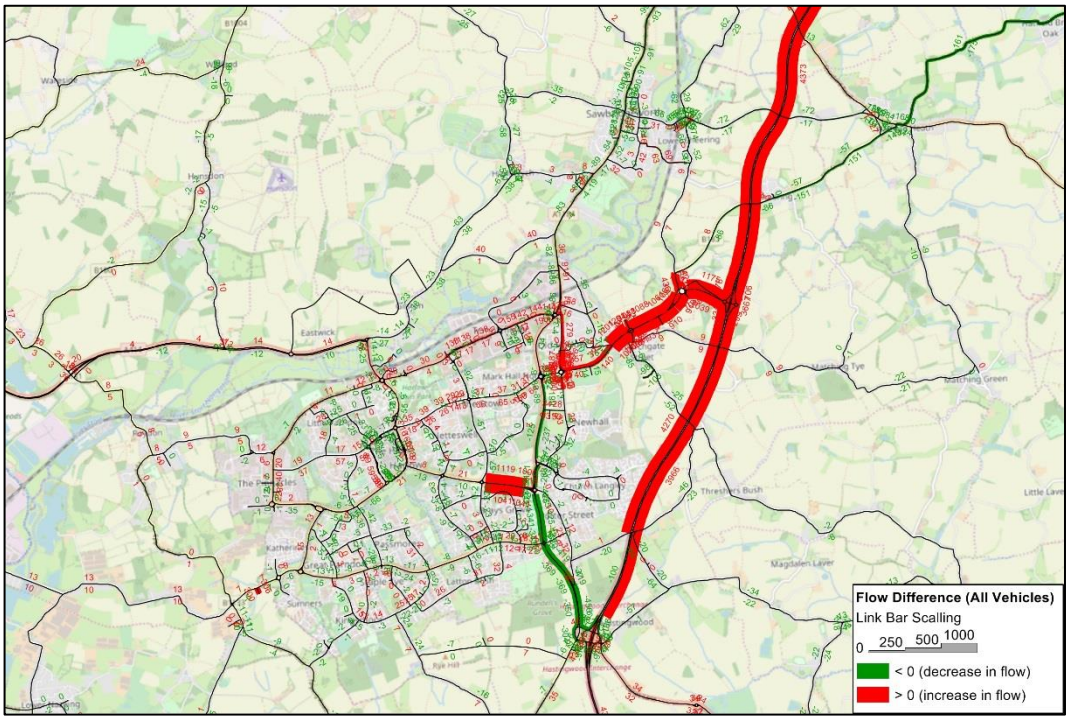
High Traffic Flow Difference between DM and DS 2051 models – AM (Bishop's Stortford)



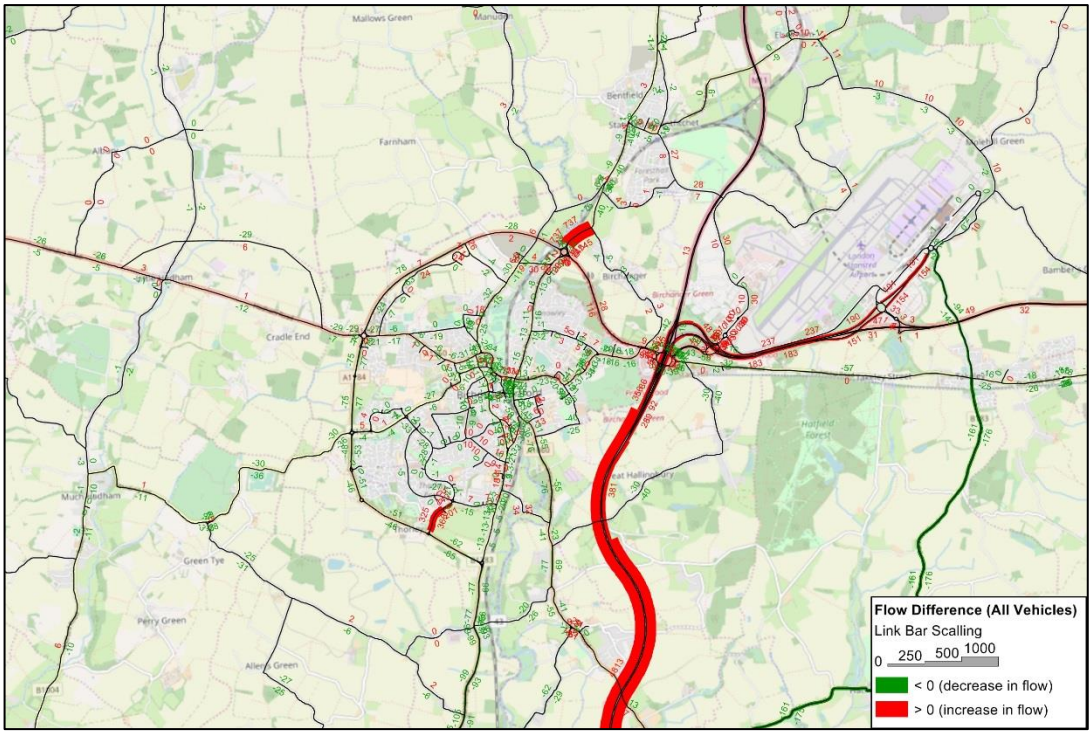
High Traffic Flow Difference between DM and DS 2051 models – IP (Overview)



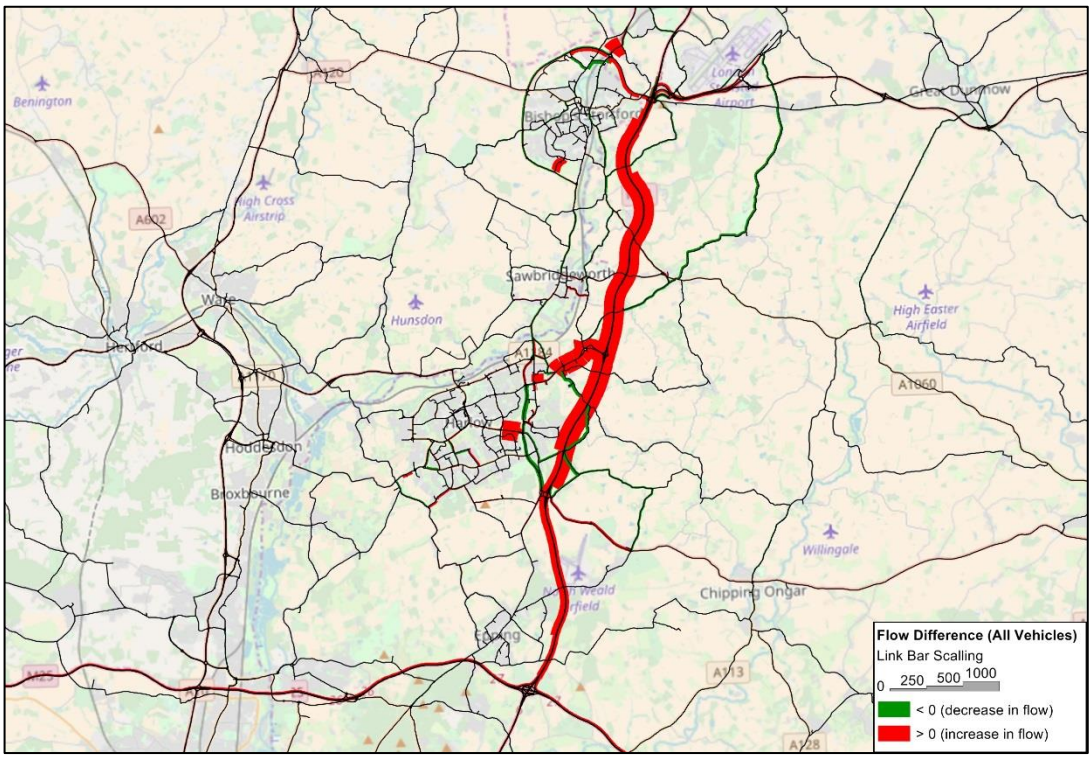
High Traffic Flow Difference between DM and DS 2051 models – IP (Harlow)



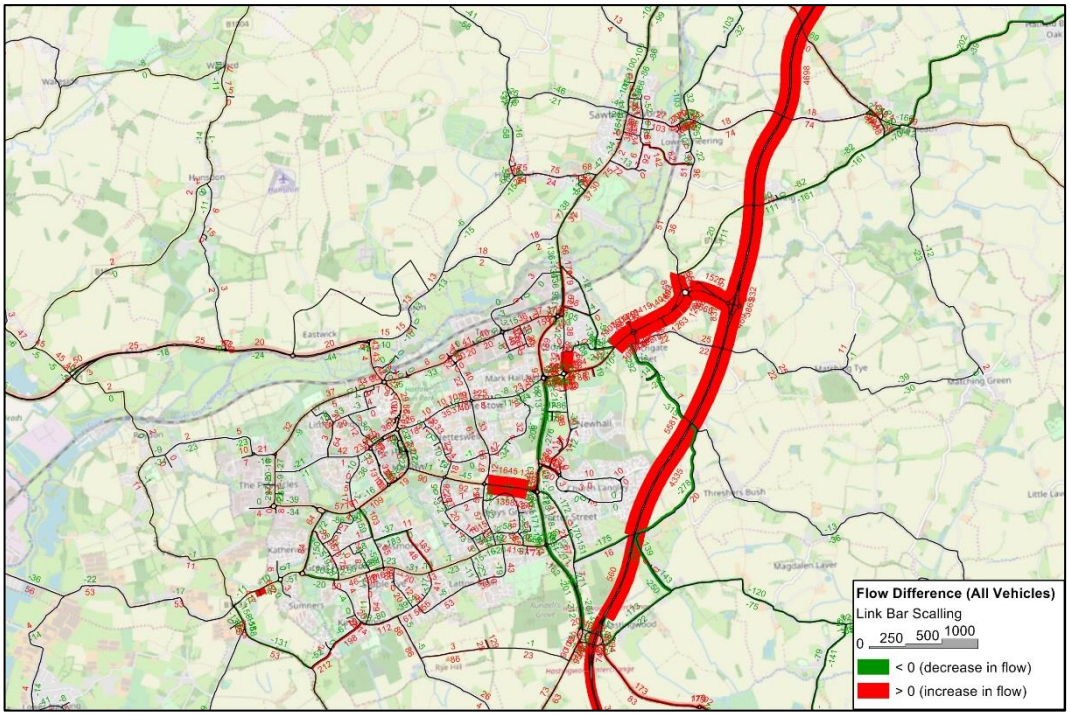
High Traffic Flow Difference between DM and DS 2051 models – IP (Bishop's Stortford)



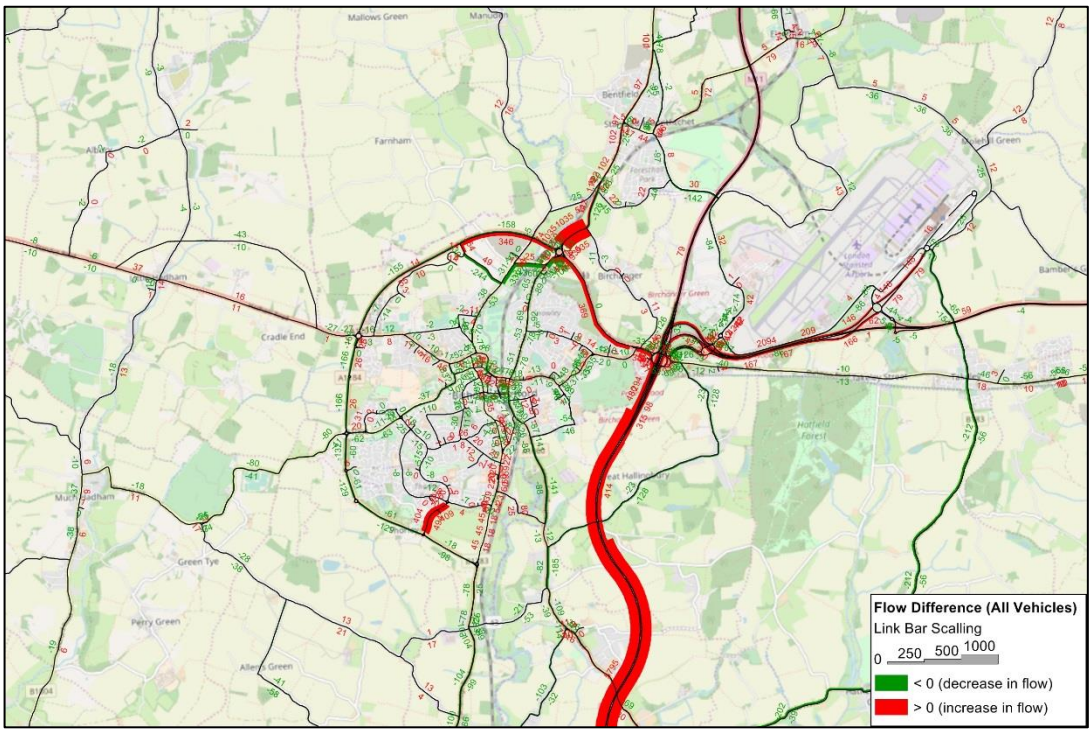
High Traffic Flow Difference between DM and DS 2051 models – PM (Overview)



High Traffic Flow Difference between DM and DS 2051 models – PM (Harlow)



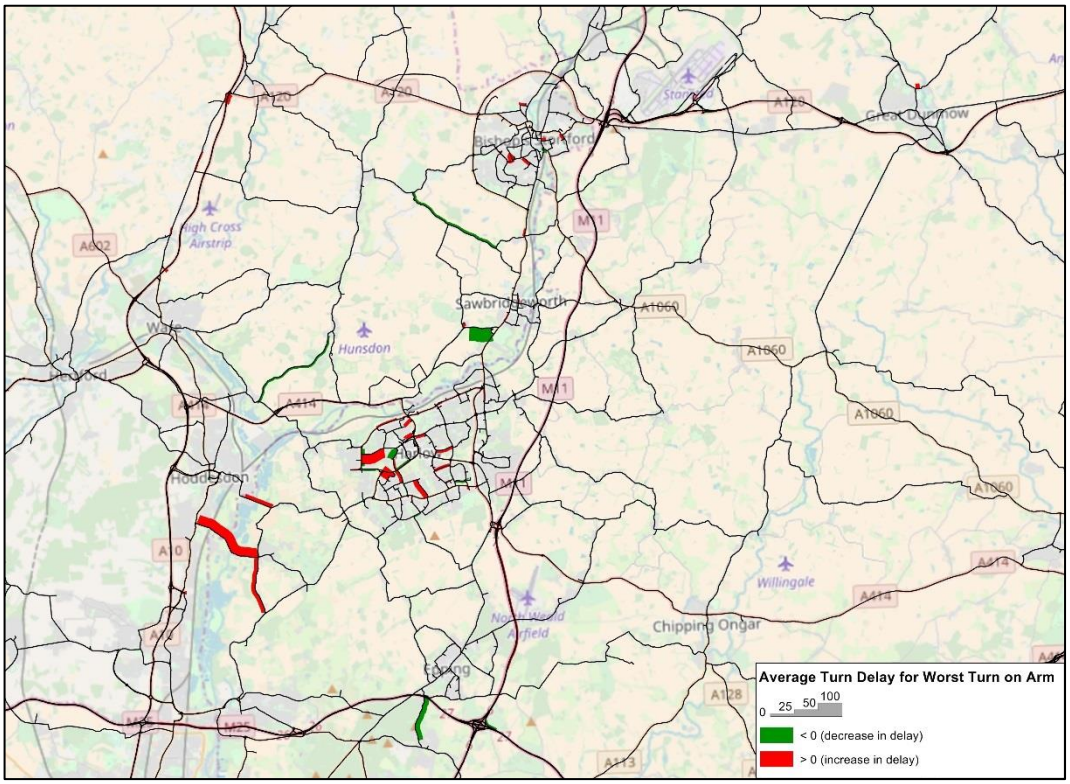
High Traffic Flow Difference between DM and DS 2051 models – PM (Bishop's Stortford)



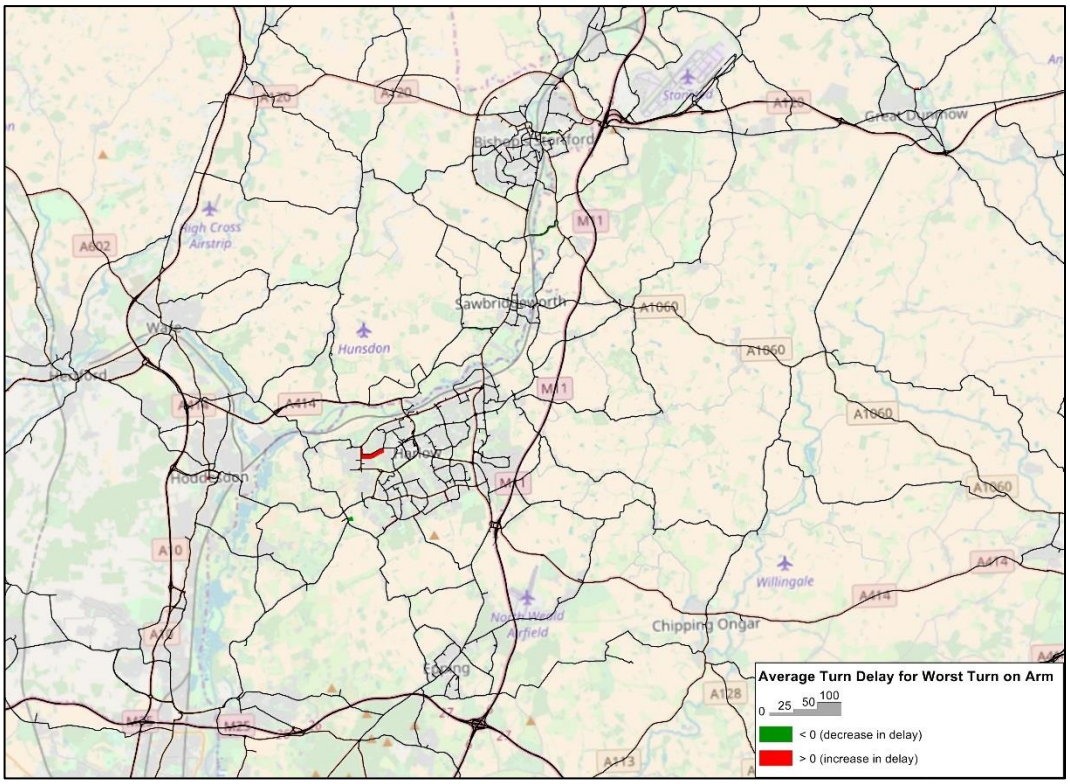
Appendix I. Delay Difference Plots

Delay differences for NTEM Traffic scenarios between Base 2014 and DM 2021 models

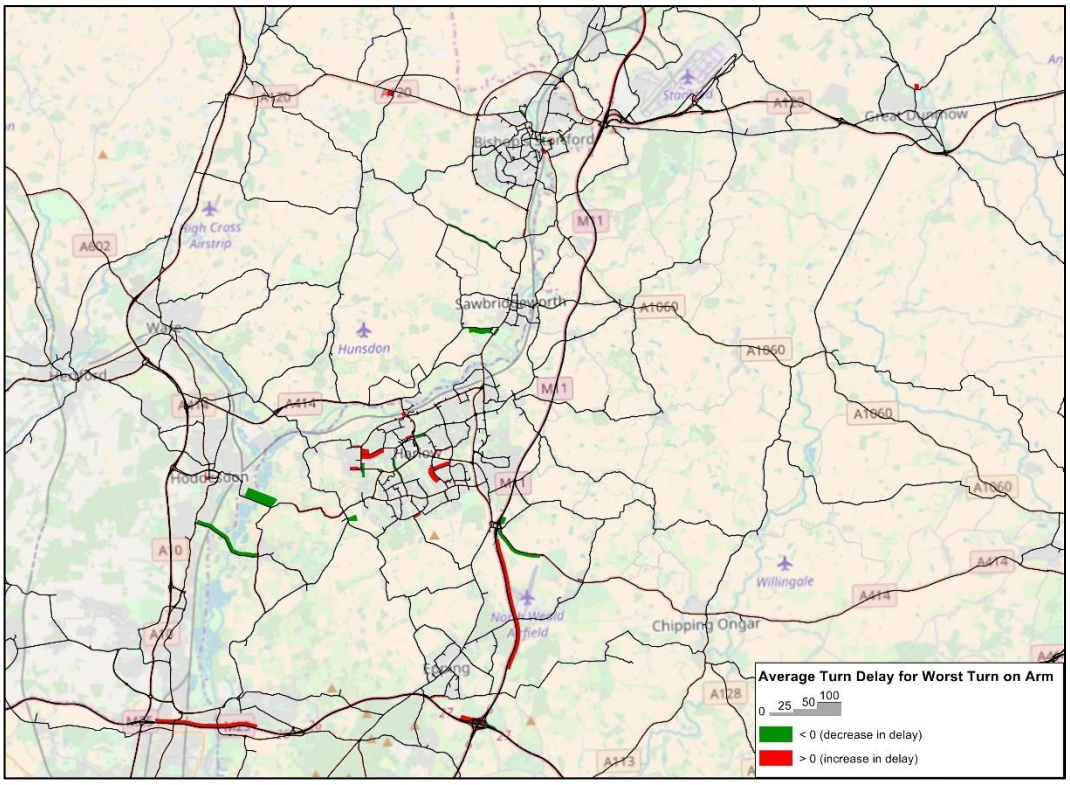
NTEM Traffic Delay Difference between Base 2014 and DM 2021 models – AM (Overview)



NTEM Traffic Delay Difference between Base 2014 and DM 2021 models – IP (Overview)

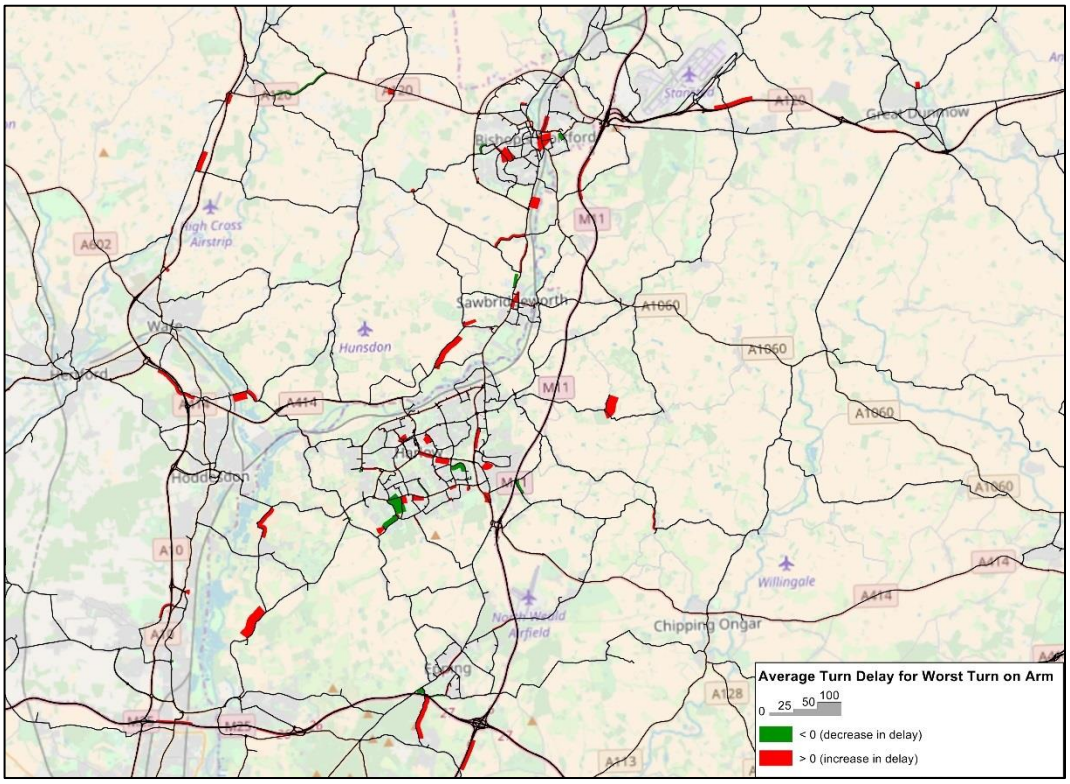


NTEM Traffic Delay Difference between Base 2014 and DM 2021 models – PM (Overview)

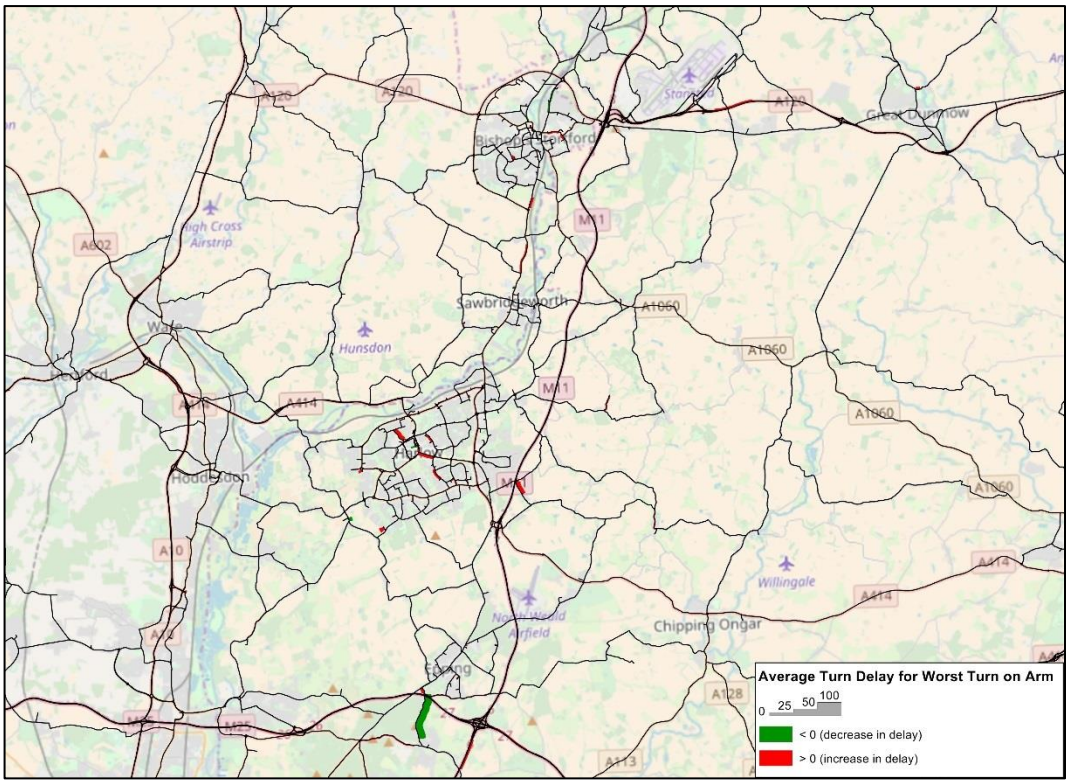


Delay differences for NTEM Traffic scenarios between Base 2014 and DM 2036 models

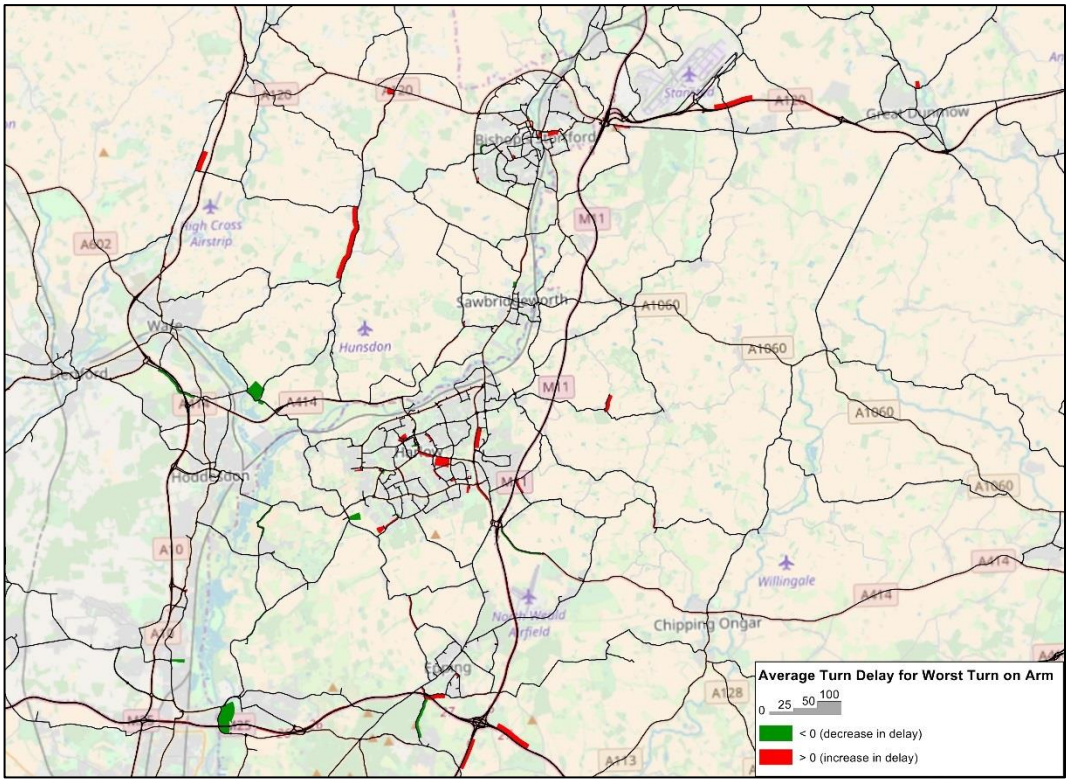
NTEM Traffic Delay Difference between Base 2014 and DM 2036 models – AM (Overview)



NTEM Traffic Delay Difference between Base 2014 and DM 2036 models – IP (Overview)

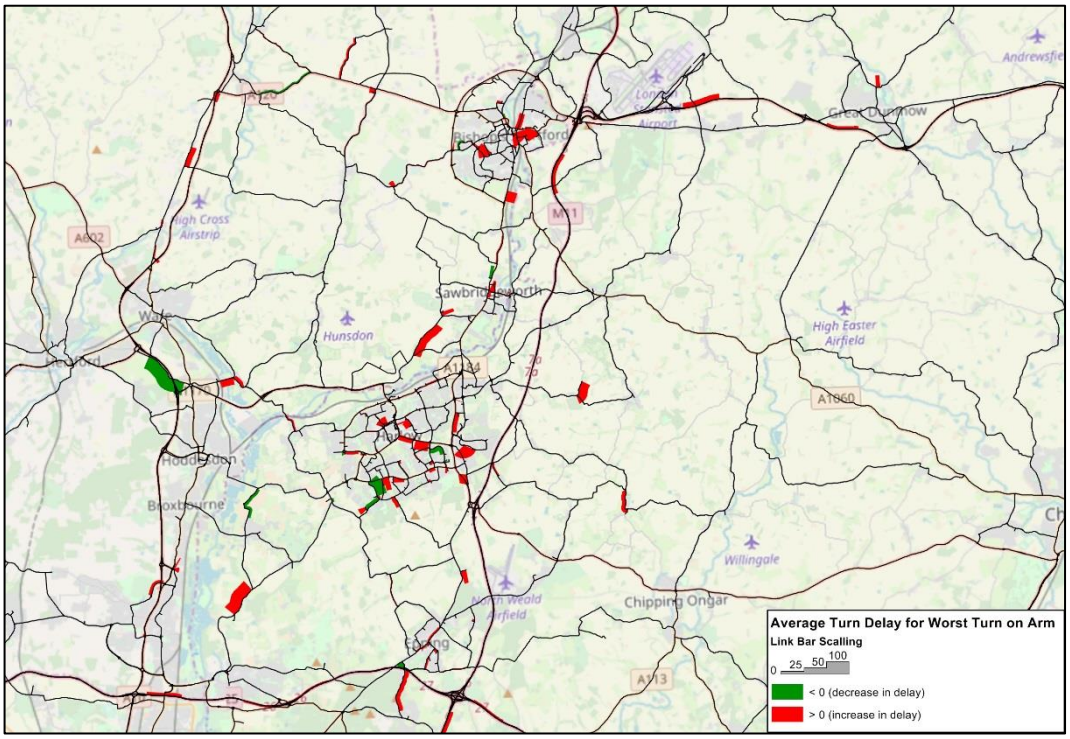


NTEM Traffic Delay Difference between Base 2014 and DM 2036 models – PM (Overview)

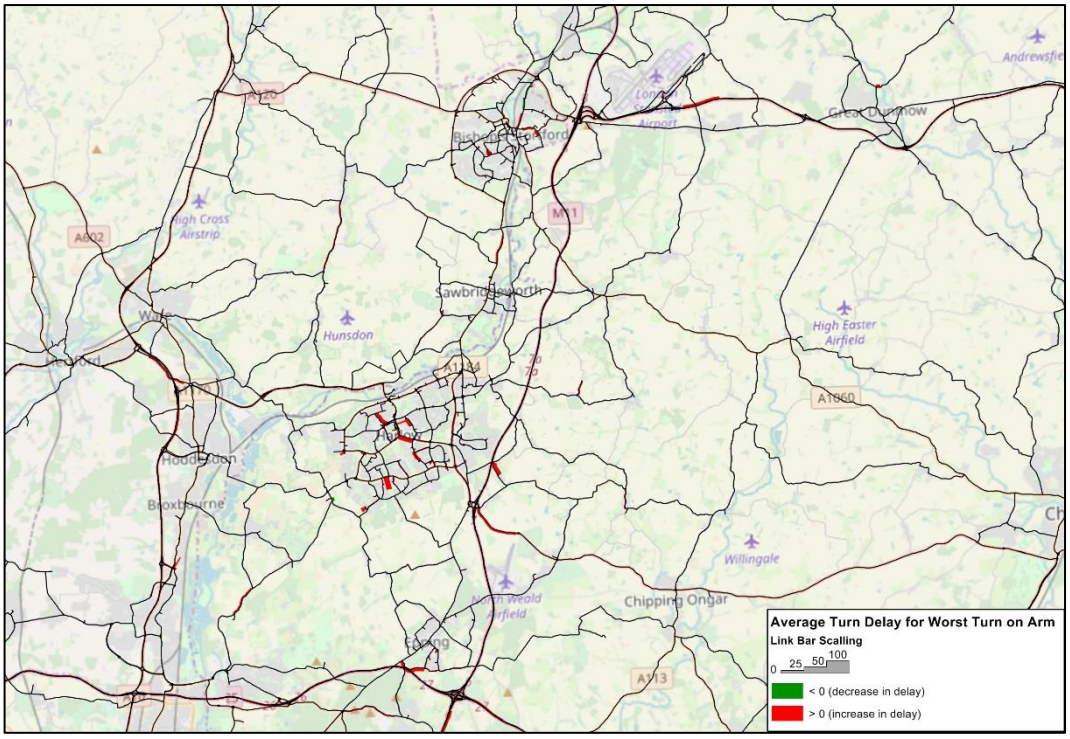


Delay differences for NTEM Traffic scenarios between Base 2014 and DM 2051 models

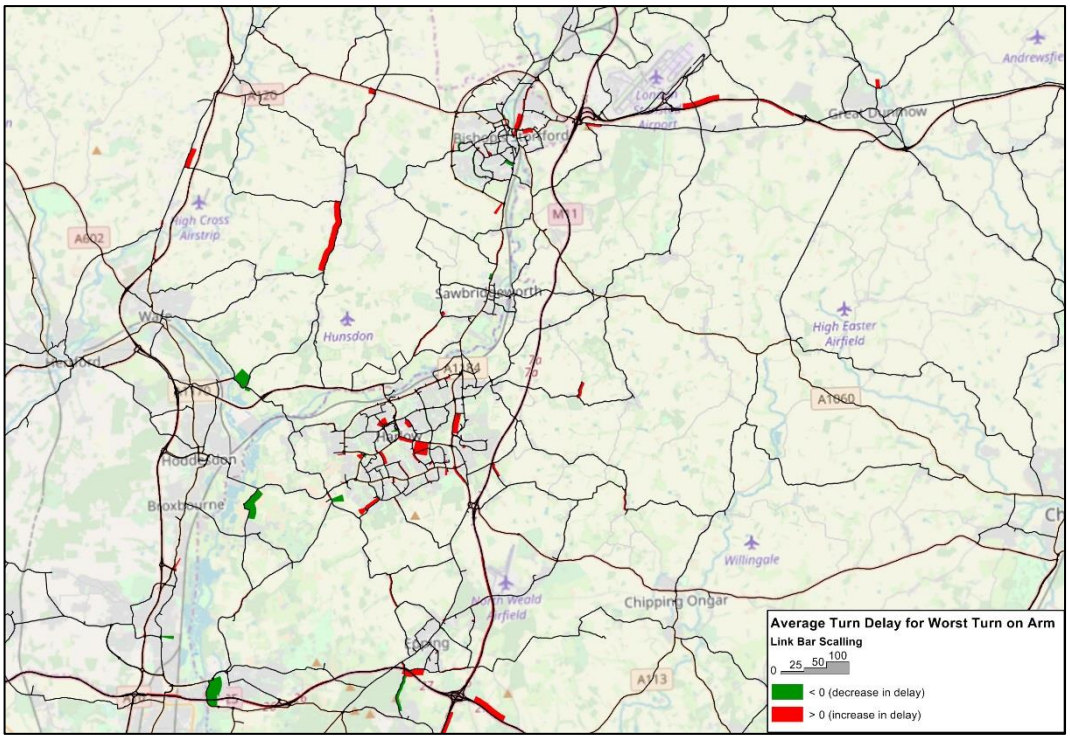
NTEM Traffic Delay Difference between Base 2014 and DM 2051 models – AM (Overview)



NTEM Traffic Delay Difference between Base 2014 and DM 2051 models – IP (Overview)

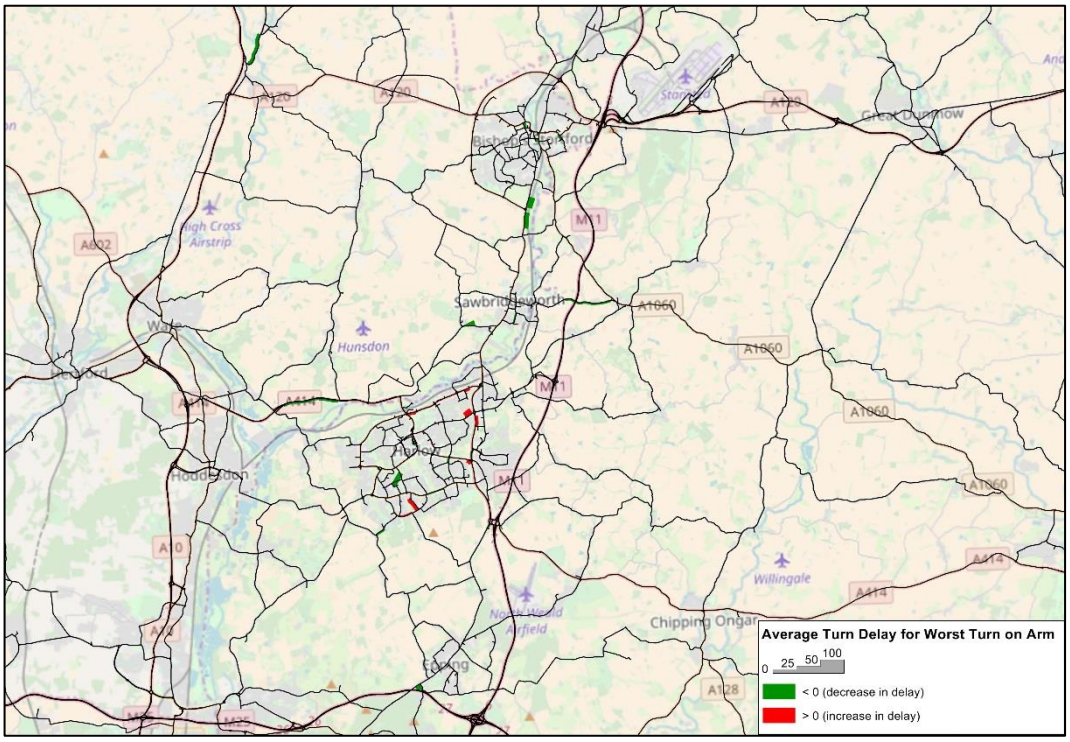


NTEM Traffic Delay Difference between Base 2014 and DM 2051 models – PM (Overview)

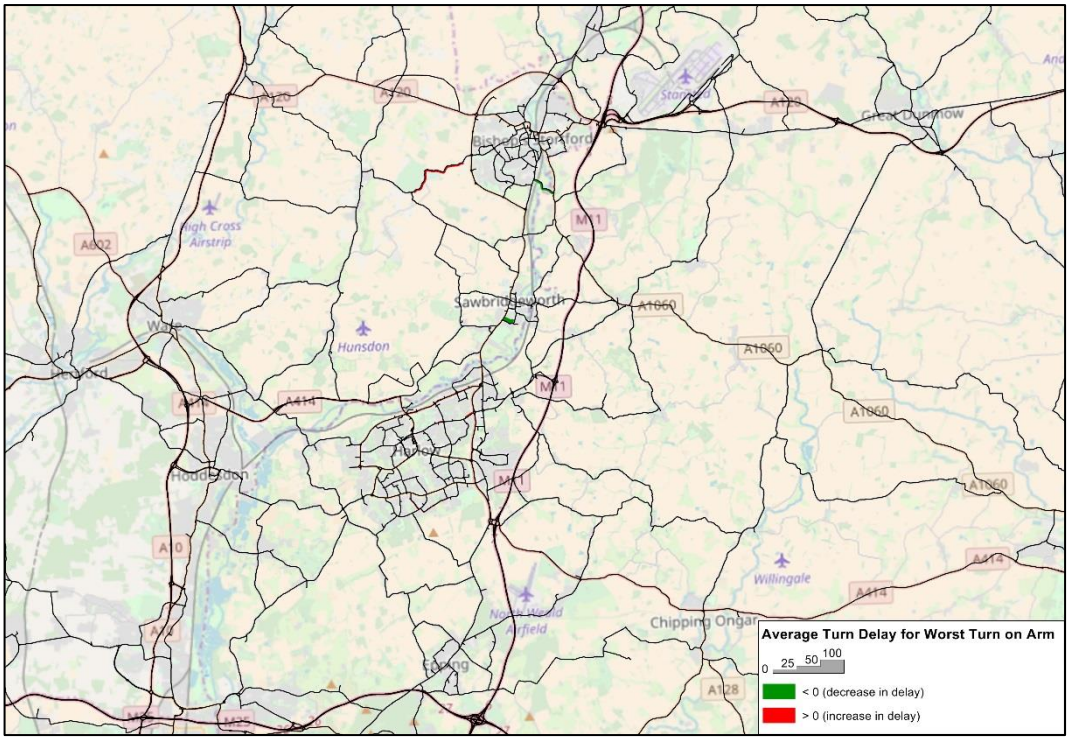


Delay differences for NTEM Traffic scenarios between DM and DS 2021 models

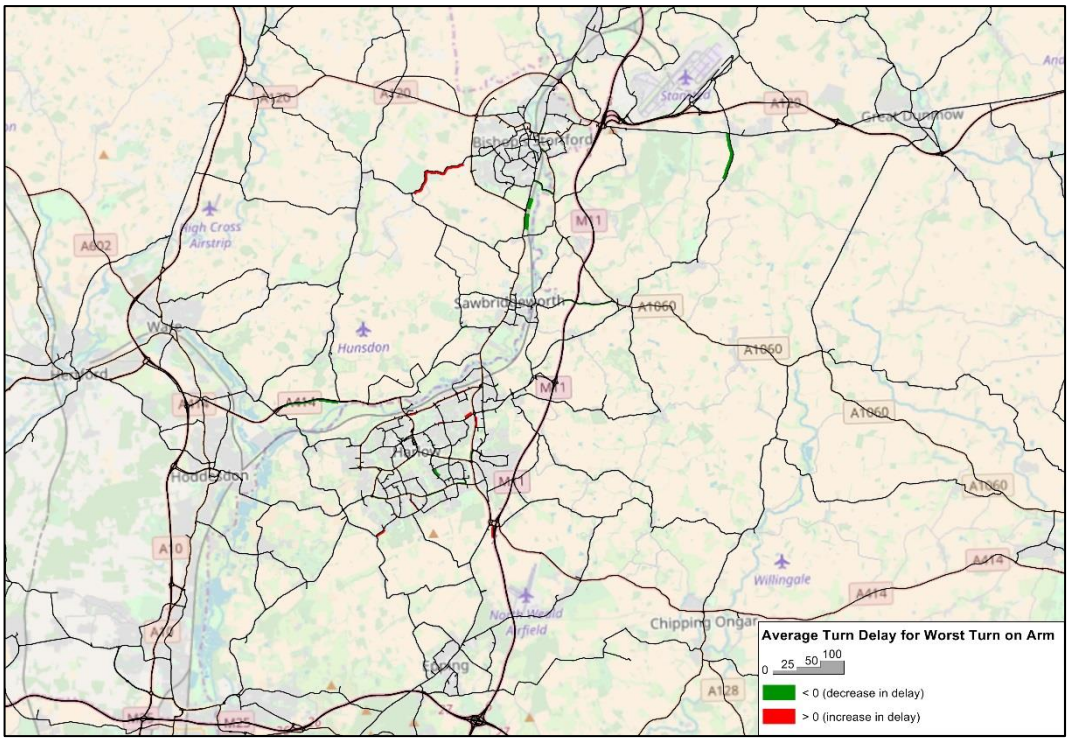
NTEM Traffic Delay Difference between DM and DS 2021 models – AM (Overview)



NTEM Traffic Delay Difference between DM and DS 2021 models – IP (Overview)

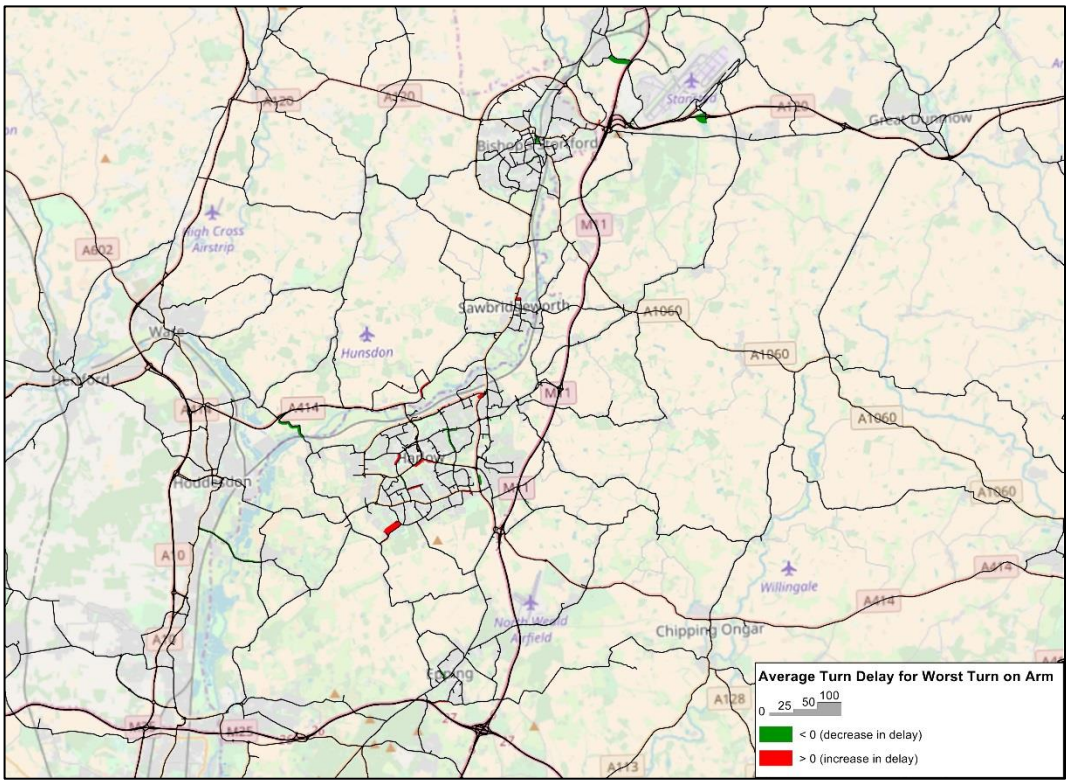


NTEM Traffic Delay Difference between DM and DS 2021 models – PM (Overview)

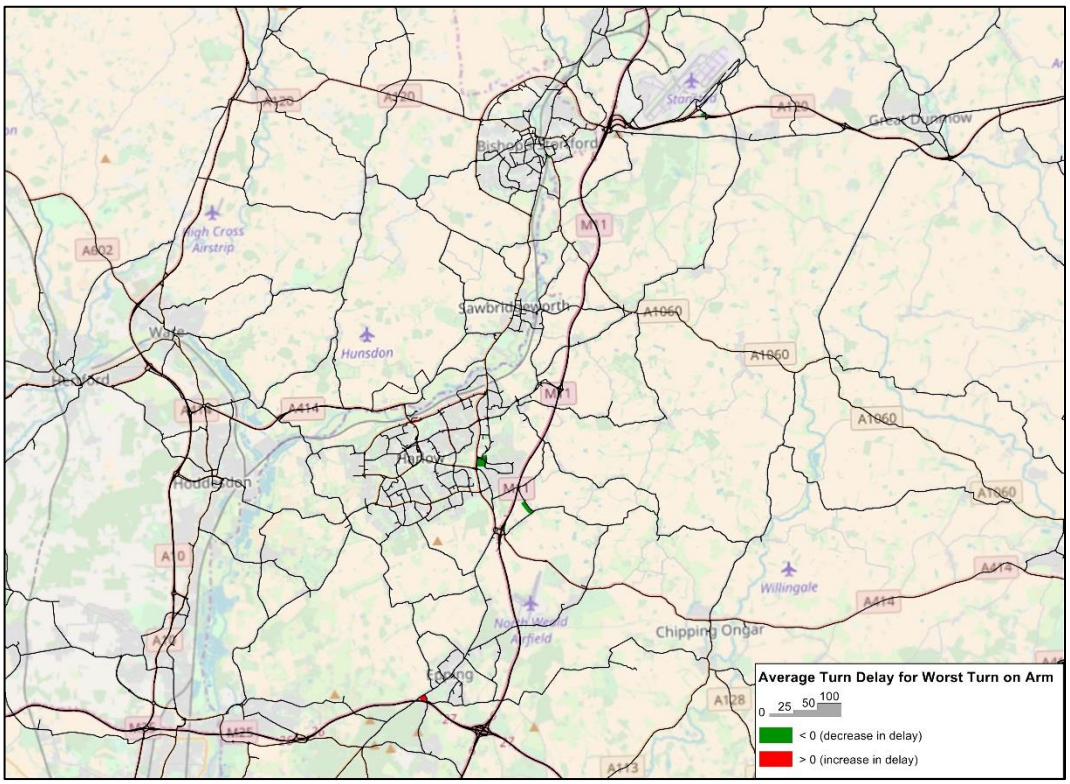


Delay differences for NTEM Traffic scenarios between DM and DS 2036 models

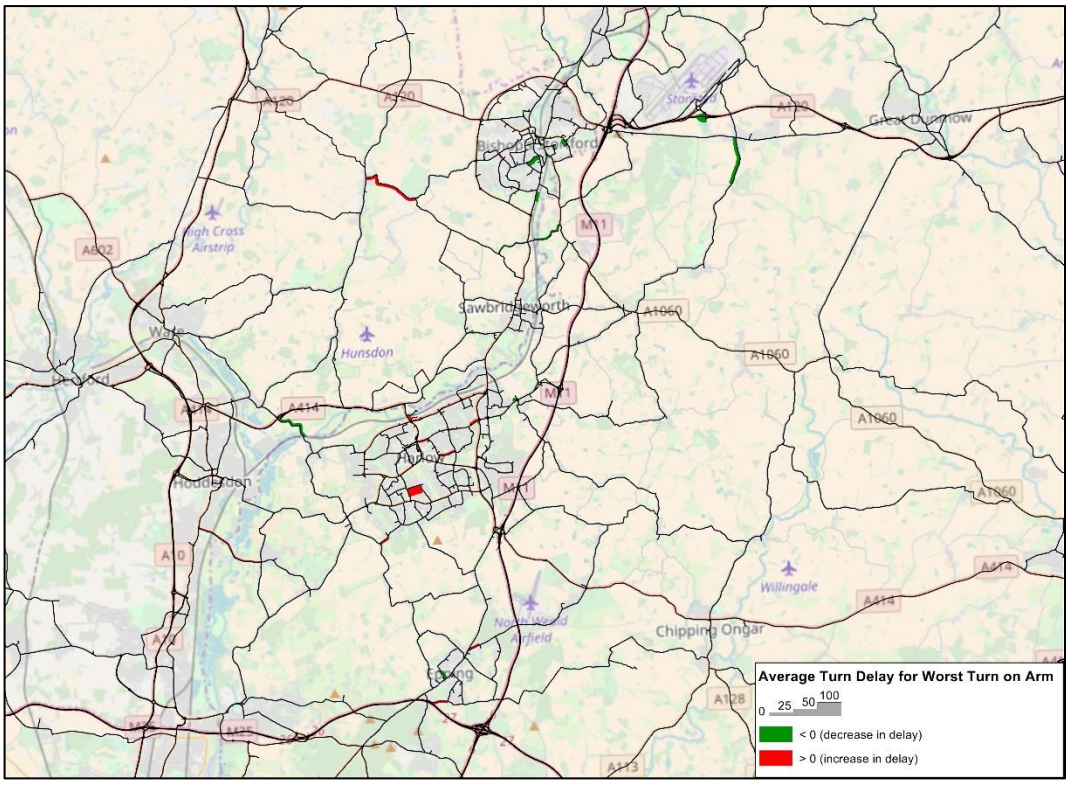
NTEM Traffic Delay Difference between DM and DS 2036 models – AM (Overview)



NTEM Traffic Delay Difference between DM and DS 2036 models – IP (Overview)

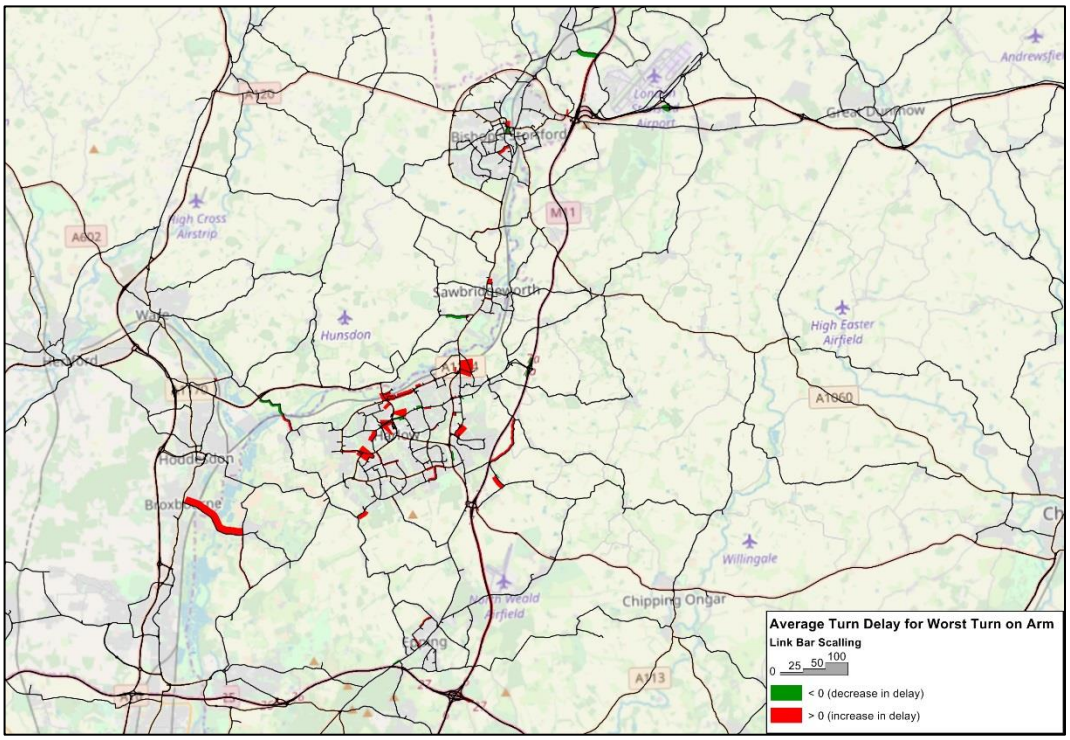


NTEM Traffic Delay Difference between DM and DS 2036 models – PM (Overview)

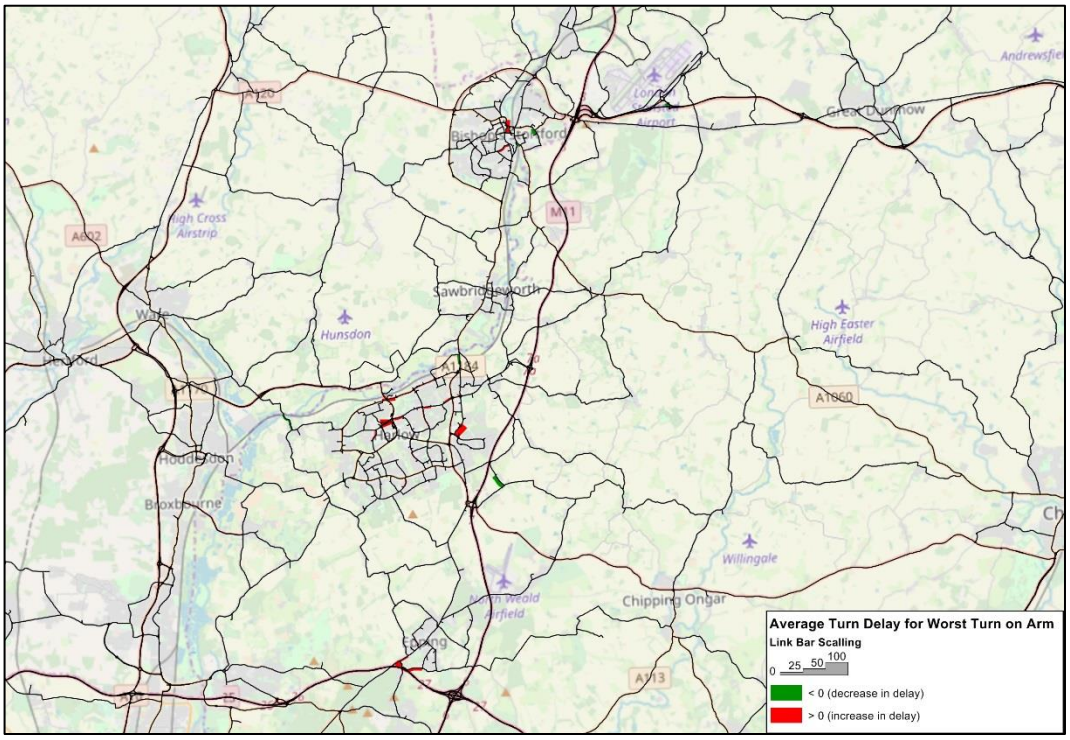


Delay differences for NTEM Traffic scenarios between DM and DS 2051 models

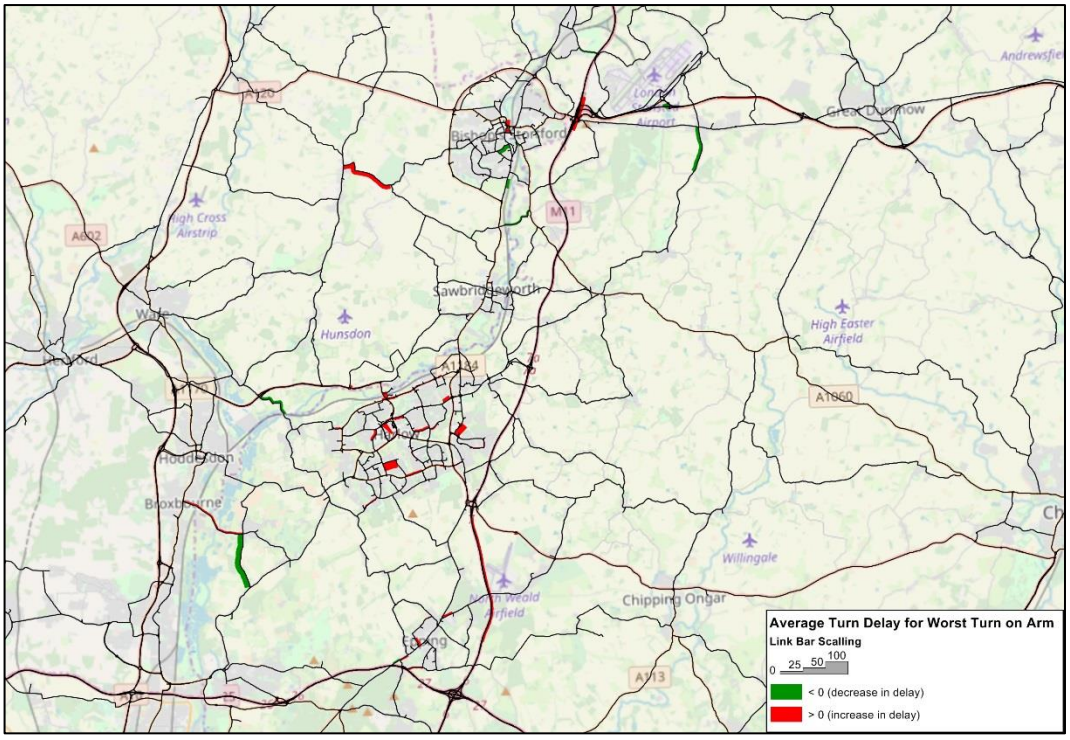
NTEM Traffic Delay Difference between DM and DS 2051 models – AM (Overview)



NTEM Traffic Delay Difference between DM and DS 2051 models – IP (Overview)

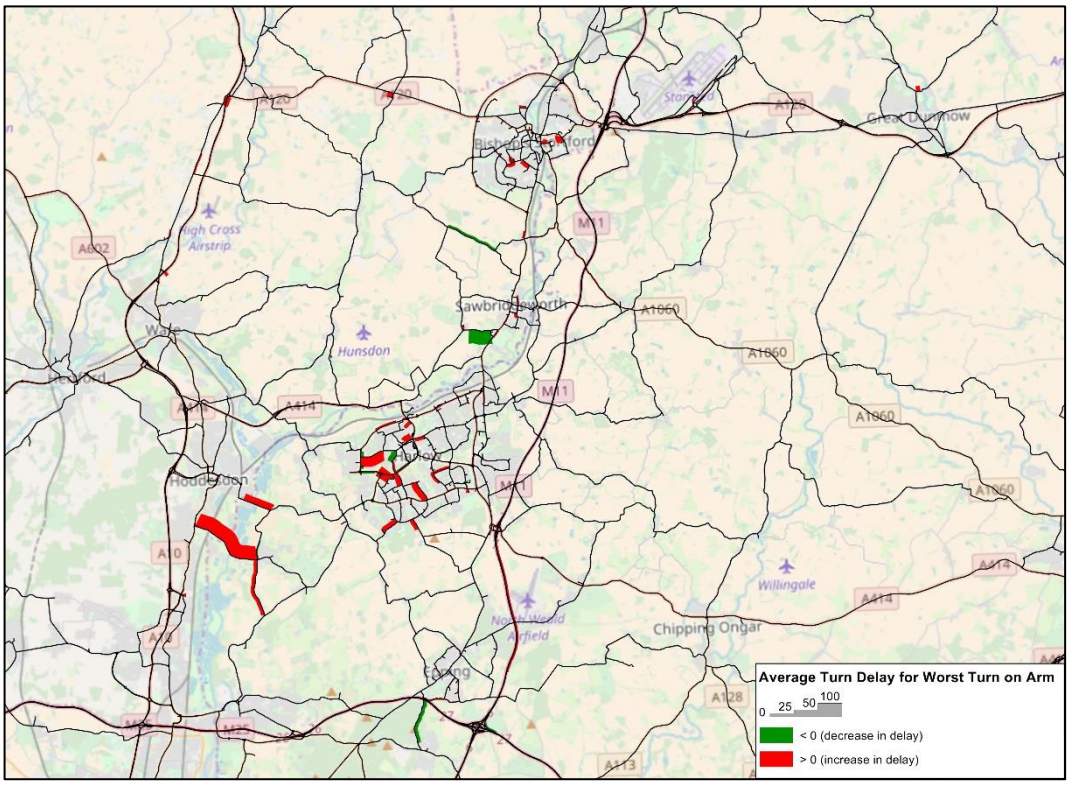


NTEM Traffic Delay Difference between DM and DS 2051 models – PM (Overview)

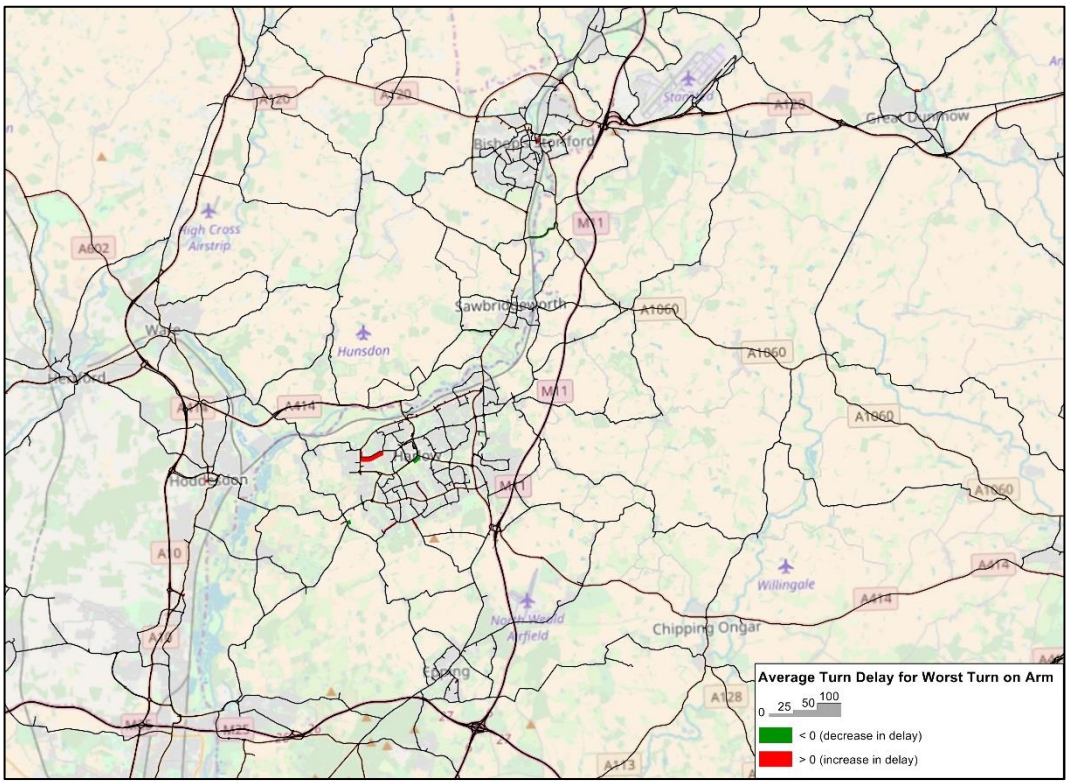

Average Turn Delay for Worst Turn on Arm
Link Bar Scalling
0
25
50
100
< 0 (decrease in delay)
> 0 (increase in delay)
Bishop's Stortford
Sawbridgeworth
Hunsdon
High Cross Airstrip
High Easter Airfield
Willingale
Chipping Ongar
Great Dunmow
Harlow
Hoddesdon
Broxbourne
Epping
A1184
A1060
A113
M11
A602

Delay differences for Medium Traffic scenarios between Base 2014 and DM 2021 models

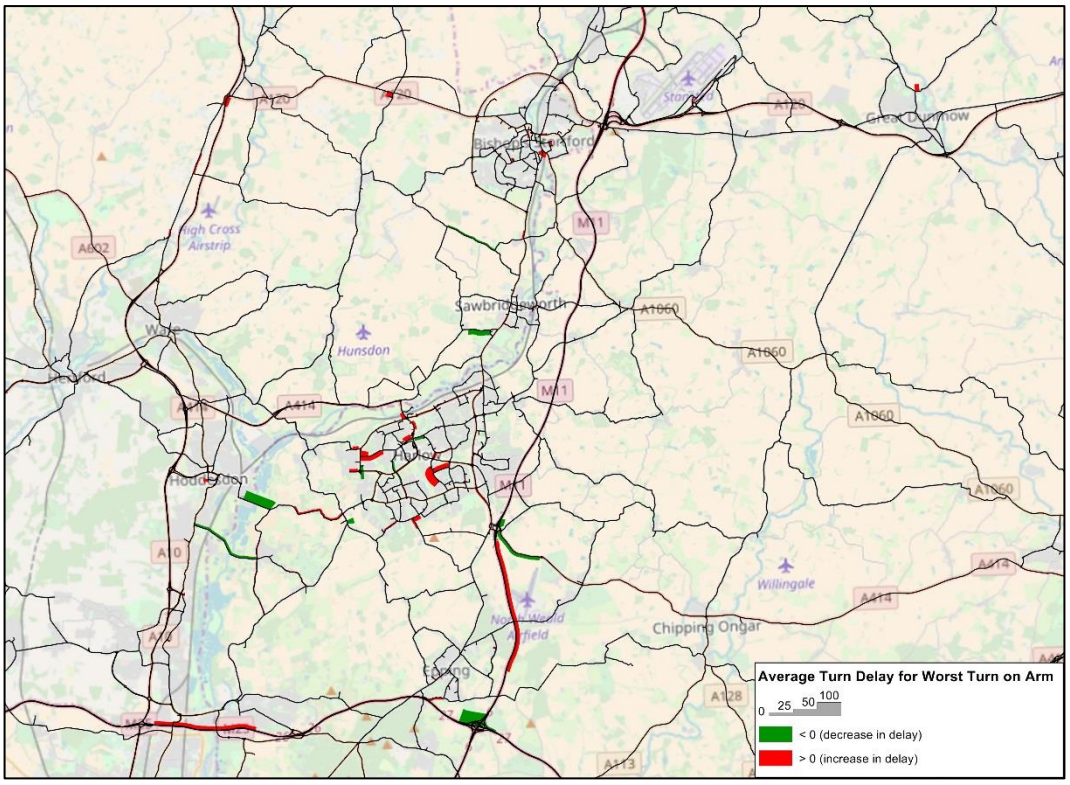
Medium Traffic Delay Difference between Base 2014 and DM 2021 models – AM (Overview)



Medium Traffic Delay Difference between Base 2014 and DM 2021 models – IP (Overview)

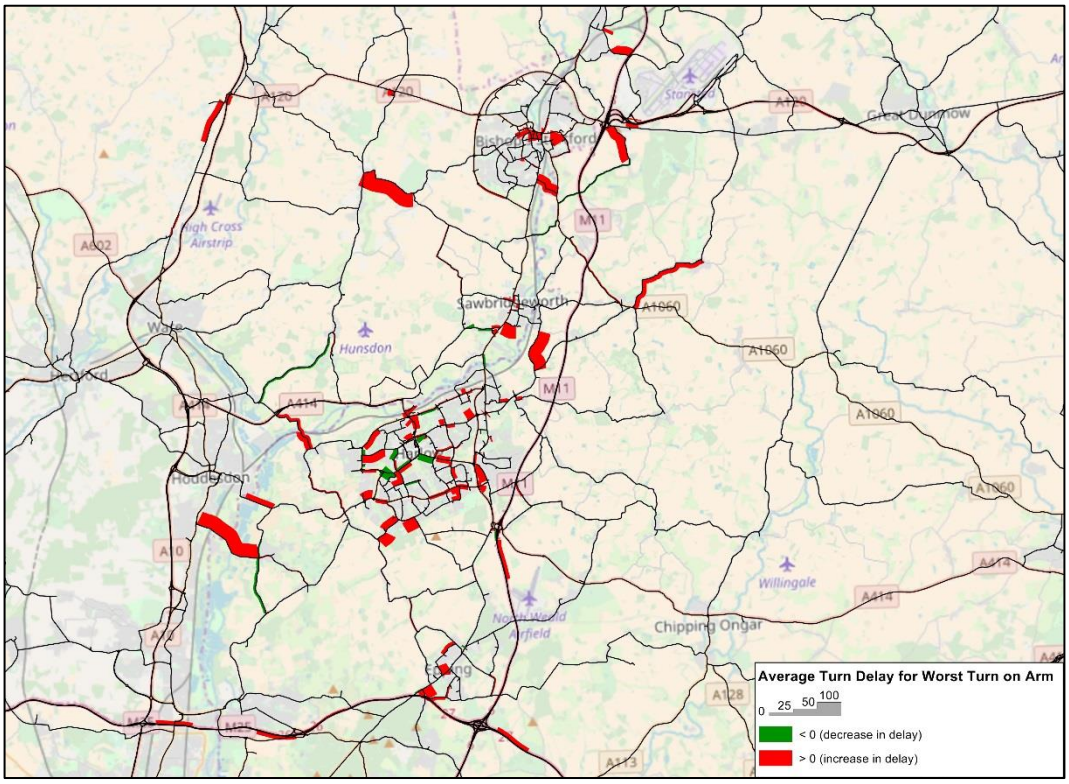


Medium Traffic Delay Difference between Base 2014 and DM 2021 models – PM (Overview)

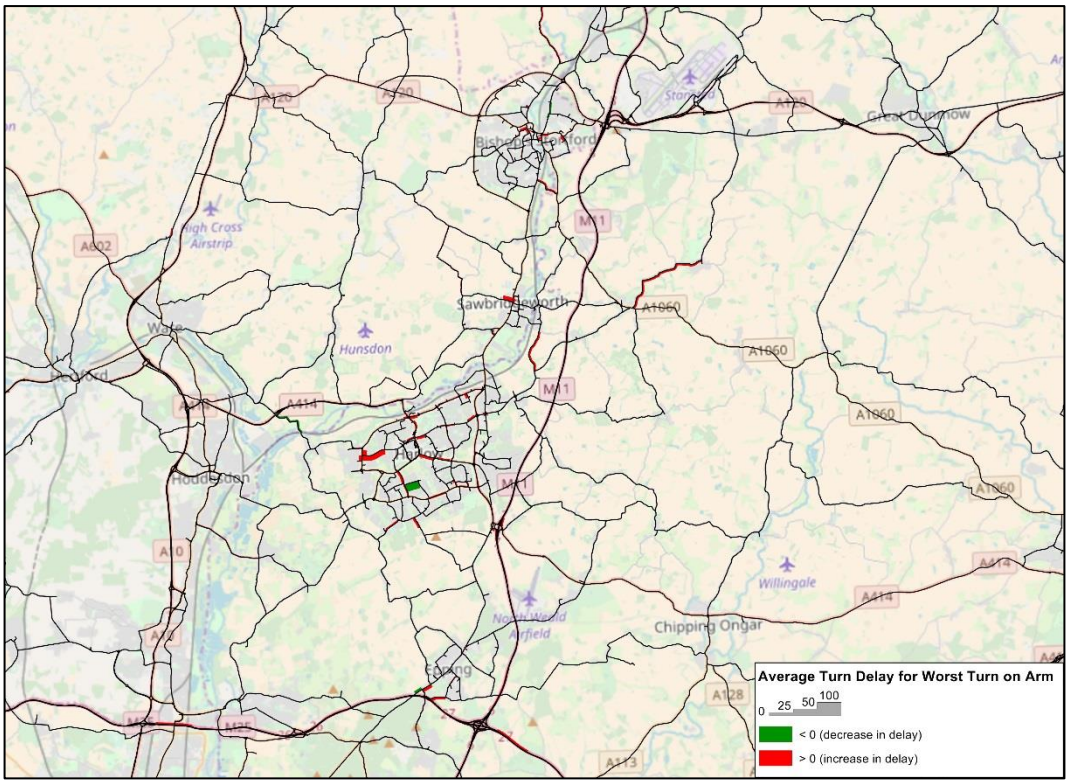


Delay differences for Medium Traffic scenarios between Base 2014 and DM 2036 models

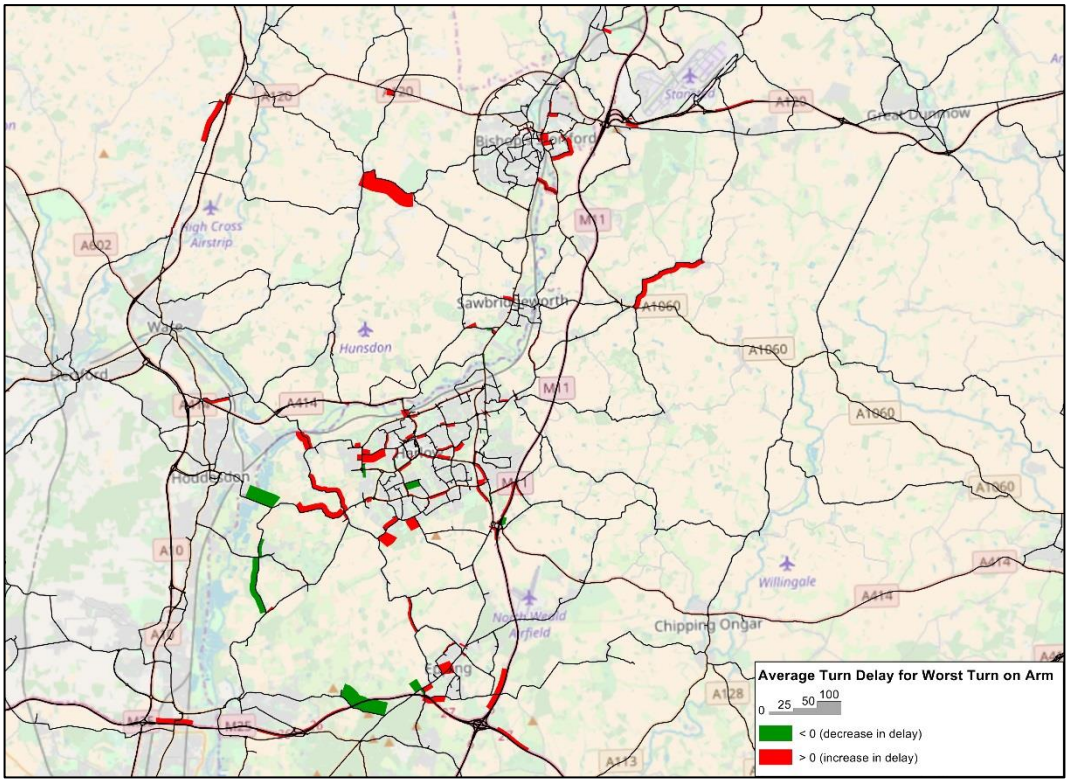
Medium Traffic Delay Difference between Base 2014 and DM 2036 models – AM (Overview)



Medium Traffic Delay Difference between Base 2014 and DM 2036 models – IP (Overview)

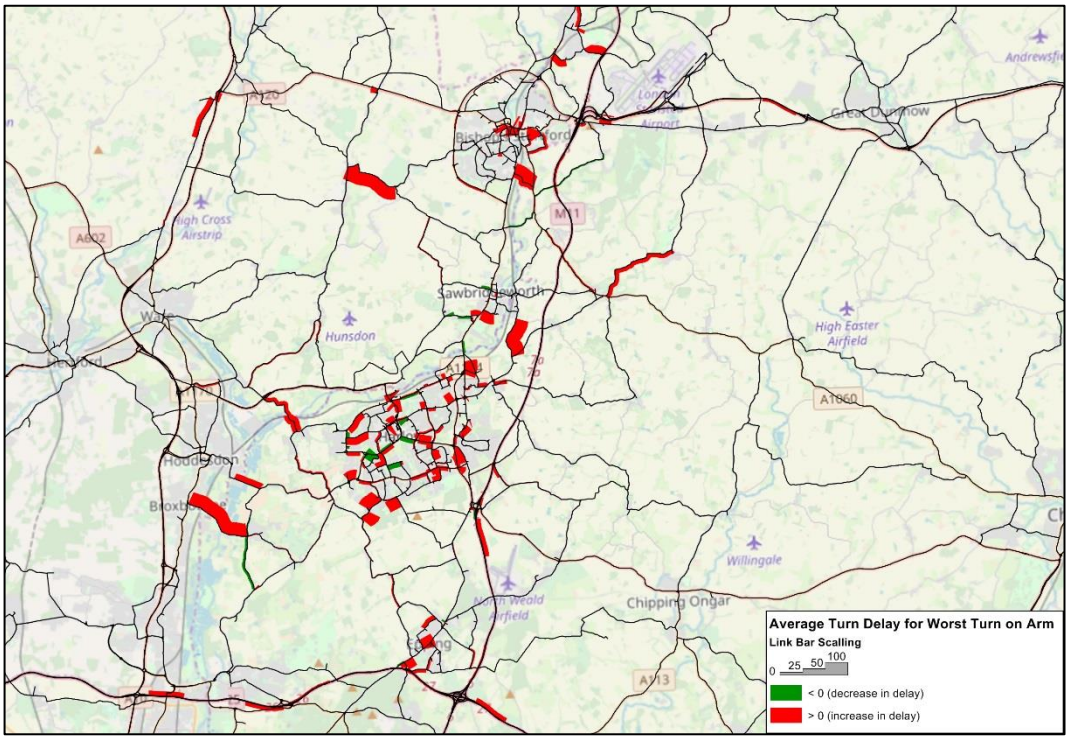


Medium Traffic Delay Difference between Base 2014 and DM 2036 models – PM (Overview)

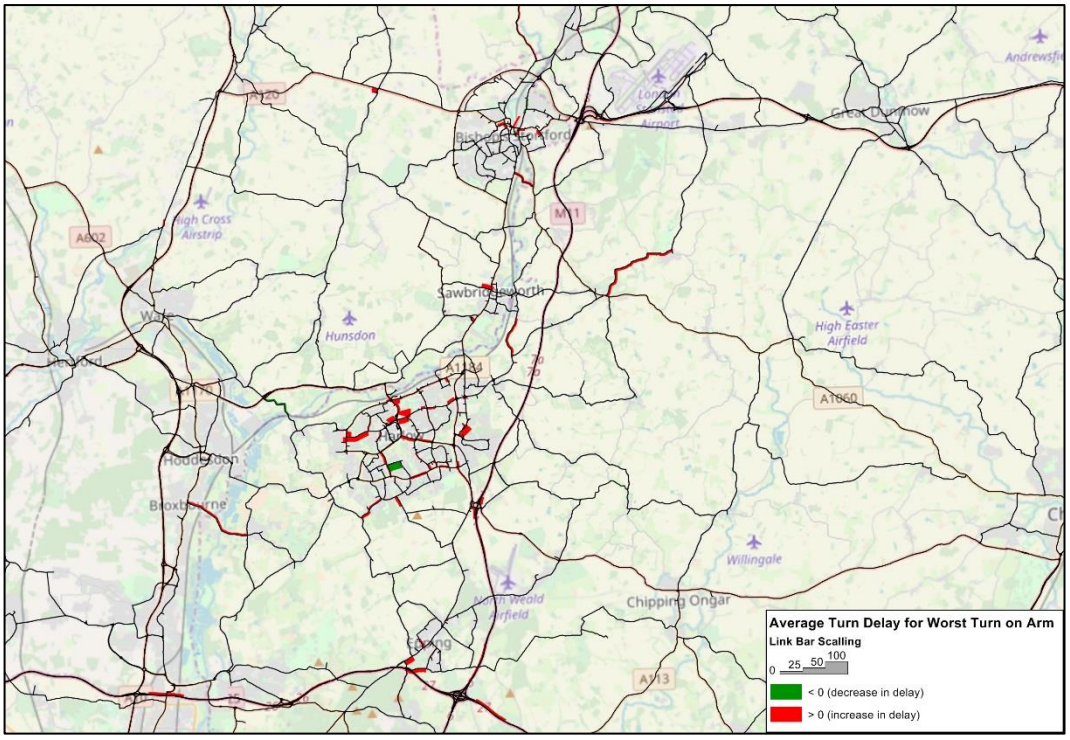


Delay differences for Medium Traffic scenarios between Base 2014 and DM 2051 models

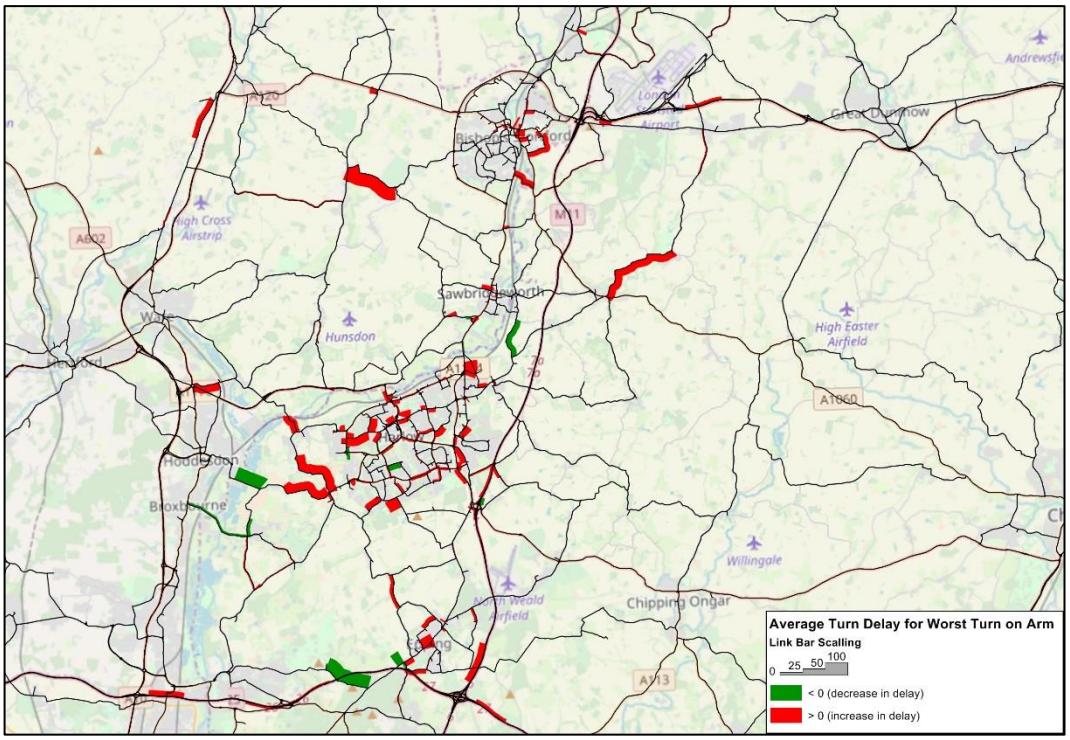
Medium Traffic Delay Difference between Base 2014 and DM 2051 models – AM (Overview)



Medium Traffic Delay Difference between Base 2014 and DM 2051 models – IP (Overview)

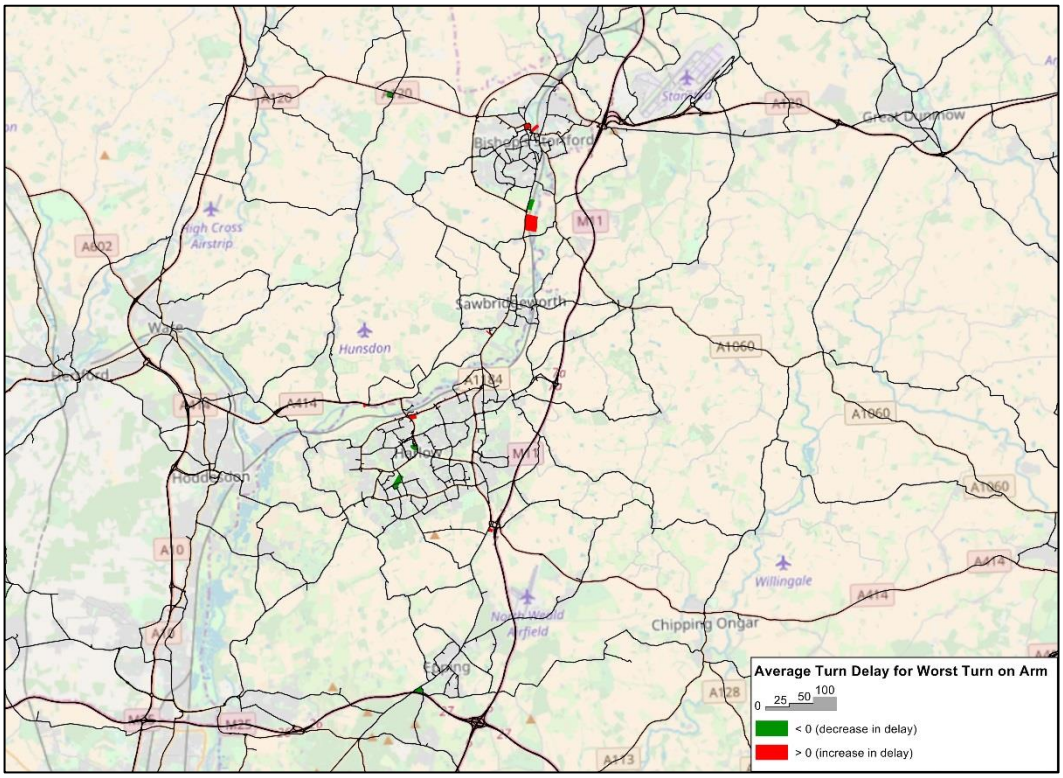


Medium Traffic Delay Difference between Base 2014 and DM 2051 models – PM (Overview)

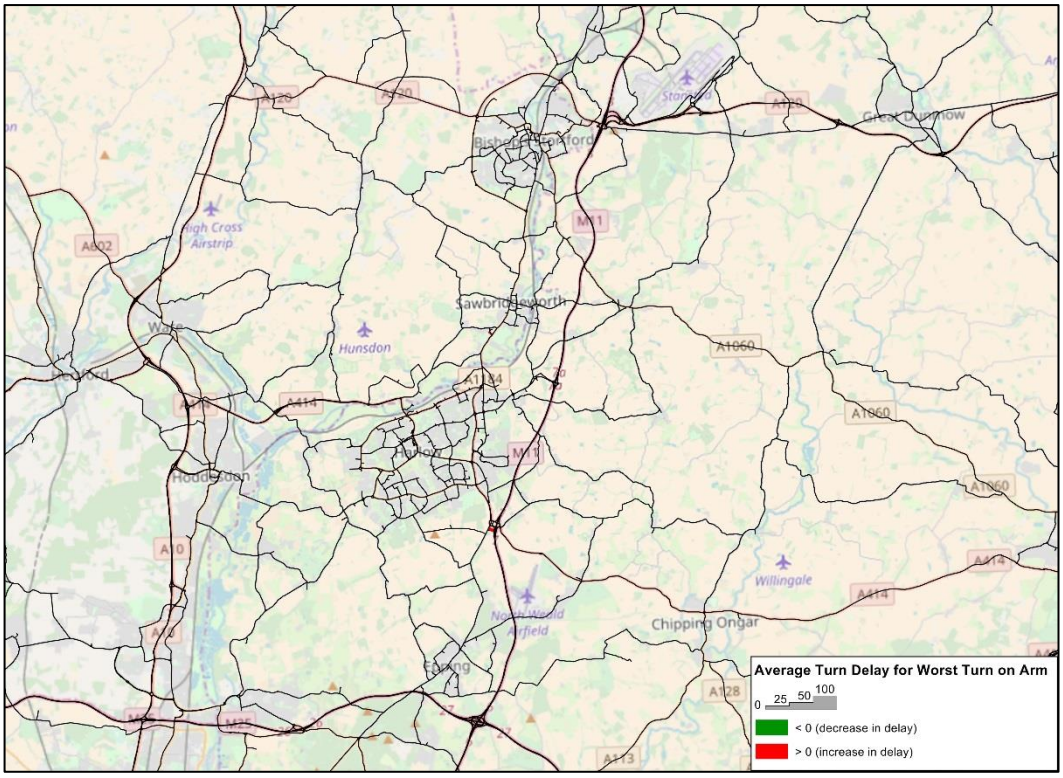


Delay differences for Medium Traffic scenarios between DM and DS 2021 models

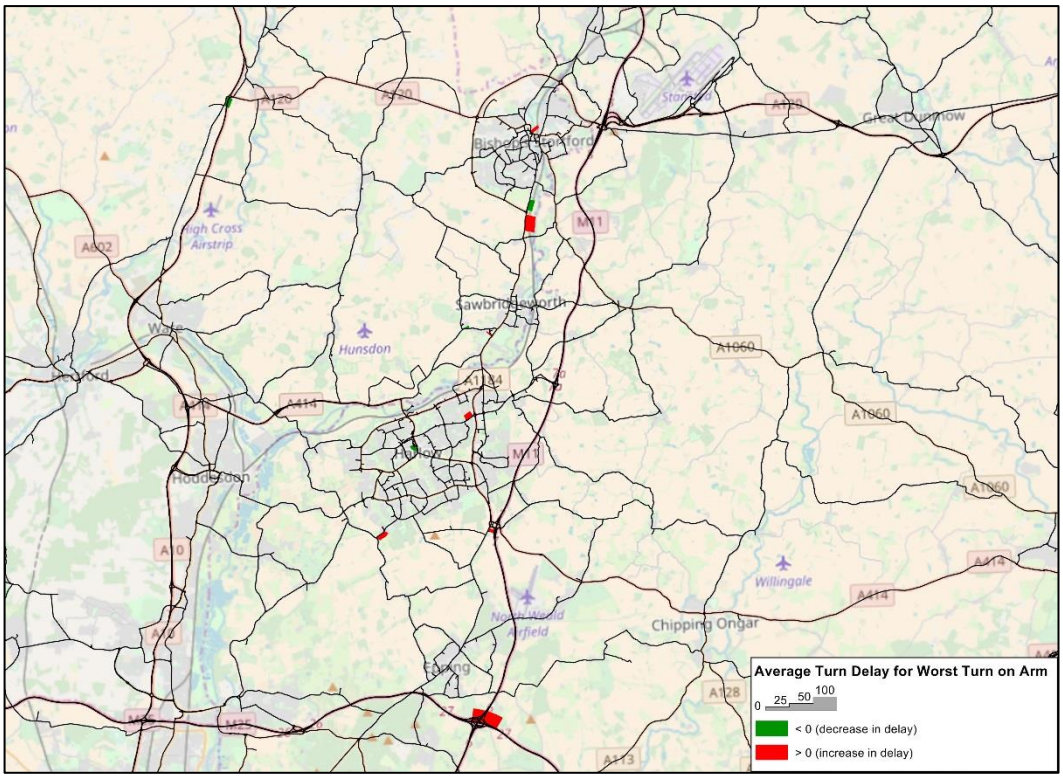
Medium Traffic Delay Difference between DM and DS 2021 models – AM (Overview)



Medium Traffic Delay Difference between DM and DS 2021 models – IP (Overview)

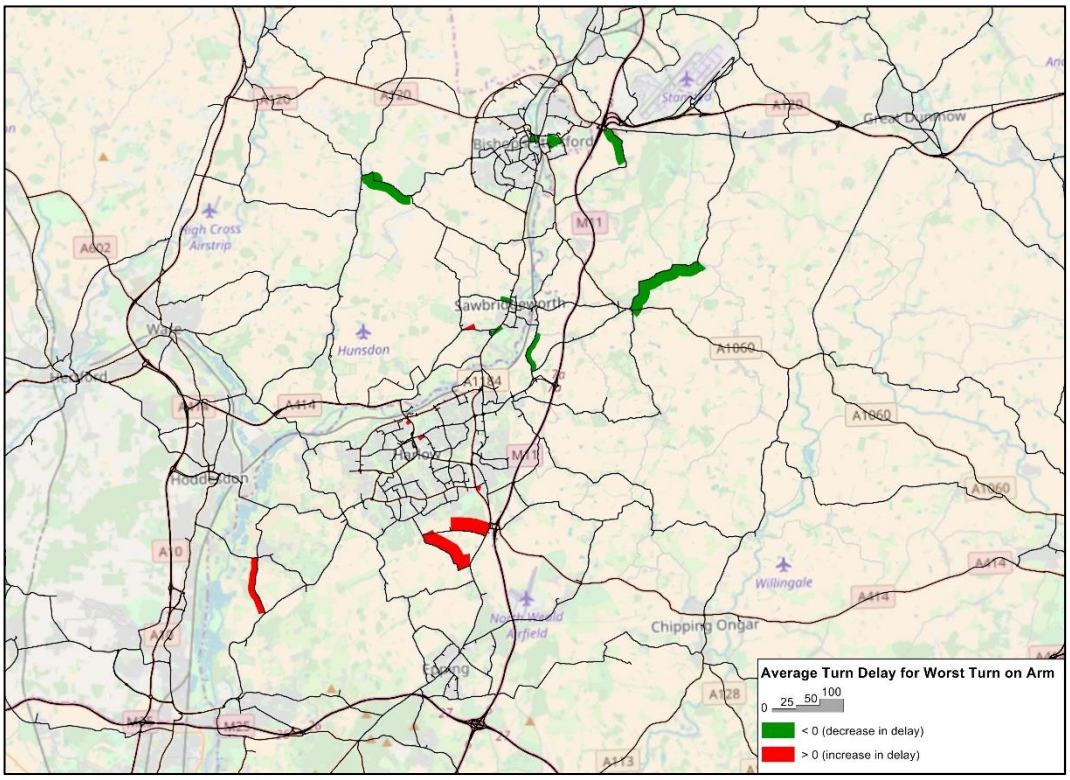


Medium Traffic Delay Difference between DM and DS 2021 models – PM (Overview)

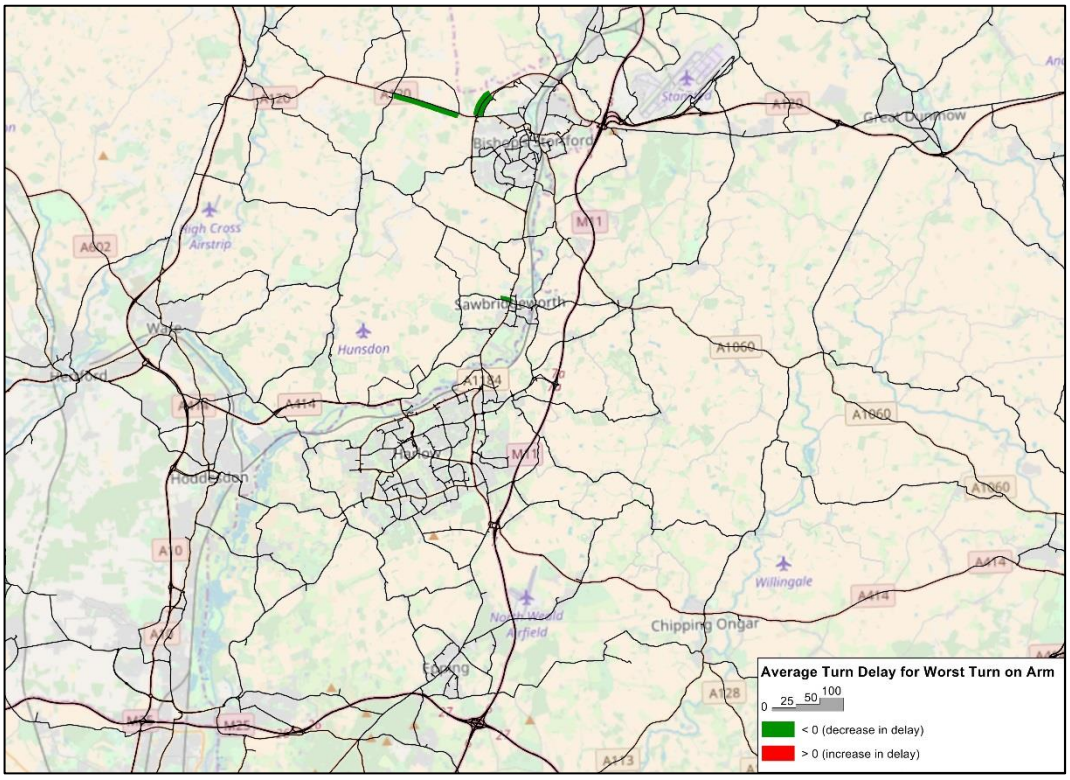


Delay differences for Medium Traffic scenarios between DM and DS 2036 models

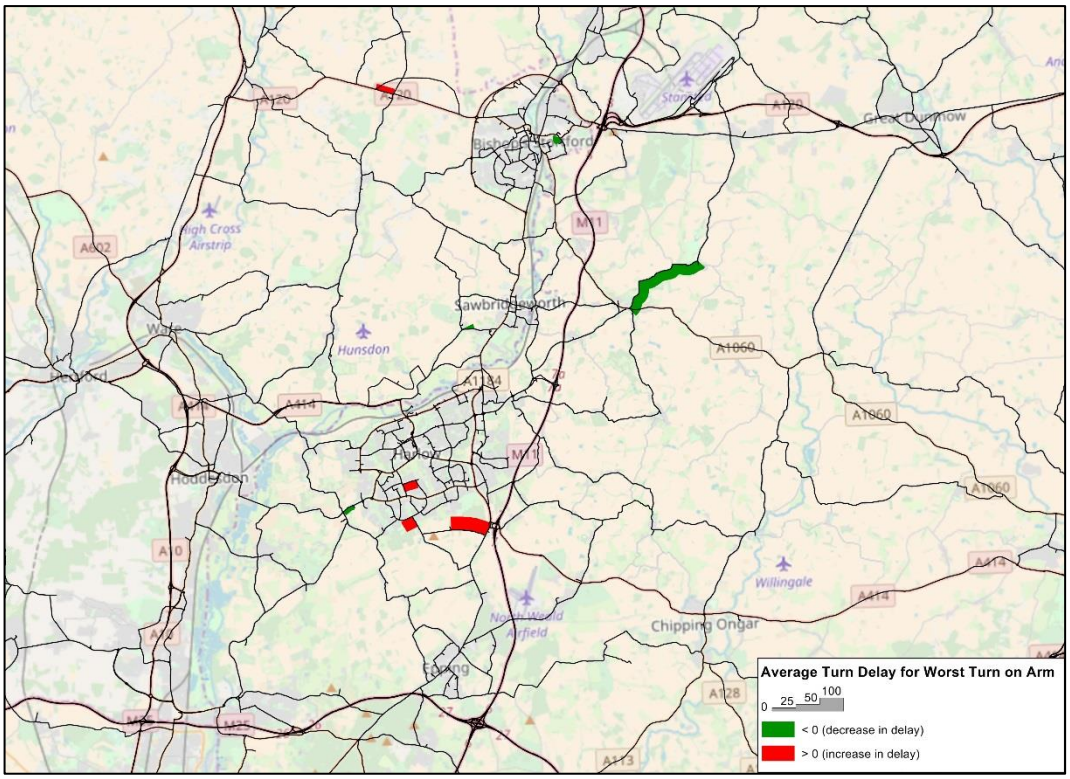
Medium Traffic Delay Difference between DM and DS 2036 models – AM (Overview)



Medium Traffic Delay Difference between DM and DS 2036 models – IP (Overview)

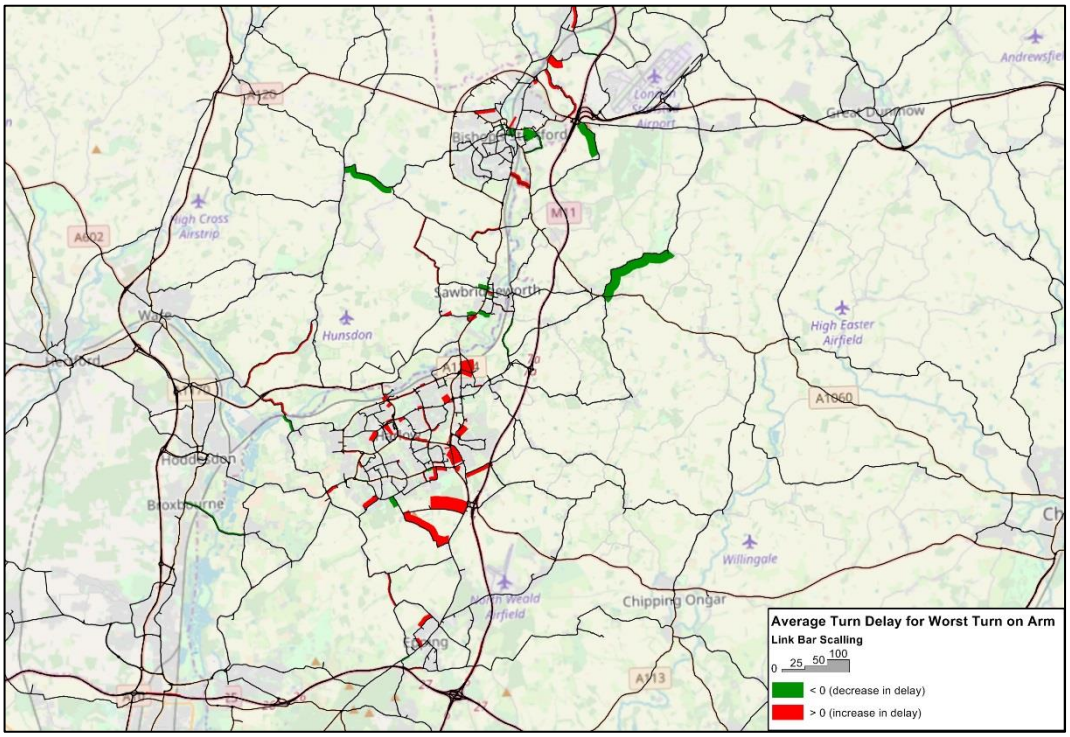


Medium Traffic Delay Difference between DM and DS 2036 models – PM (Overview)

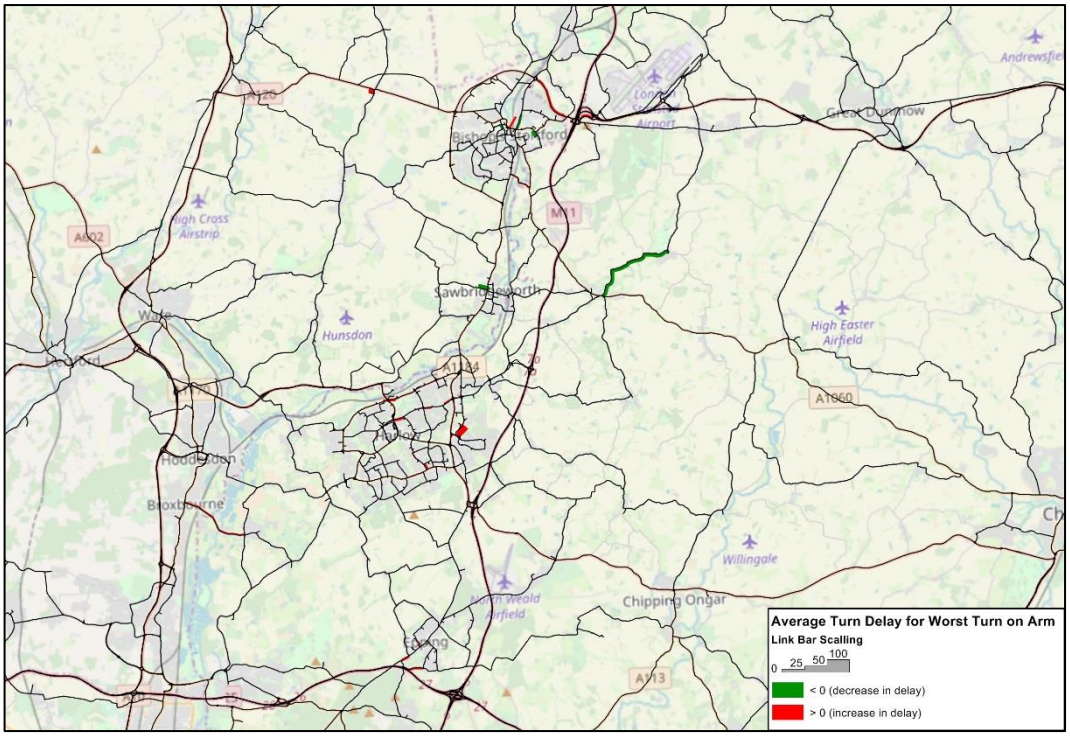


Delay differences for Medium Traffic scenarios between DM and DS 2051 models

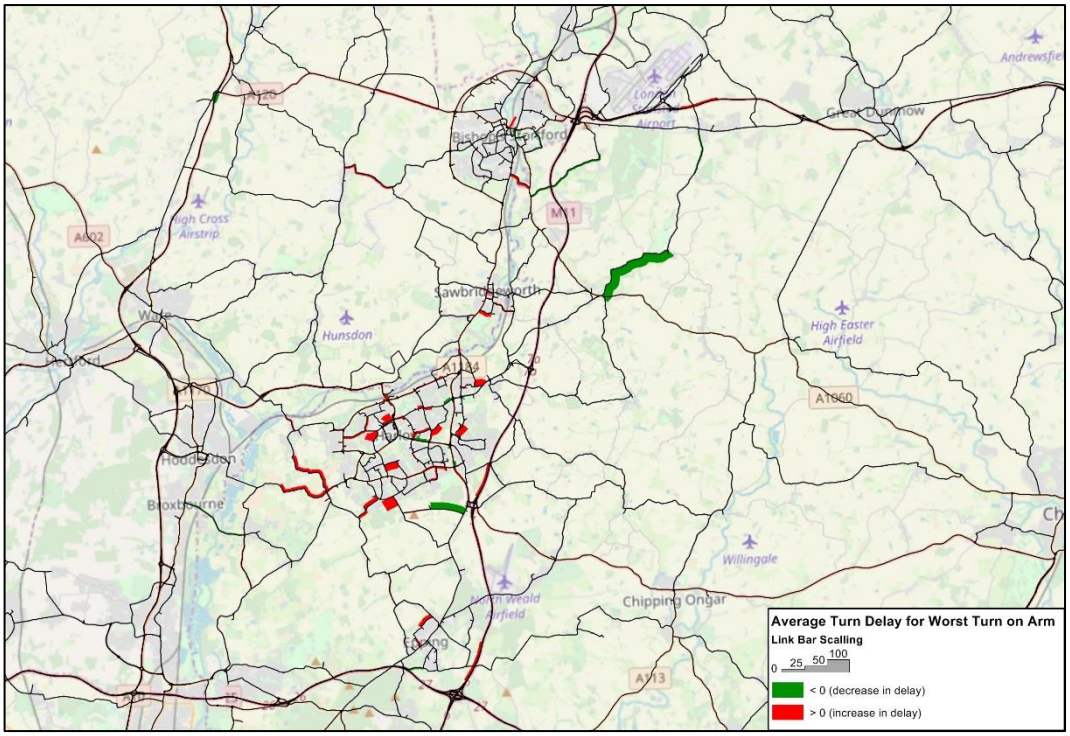
Medium Traffic Delay Difference between DM and DS 2051 models – AM (Overview)



Medium Traffic Delay Difference between DM and DS 2051 models – IP (Overview)

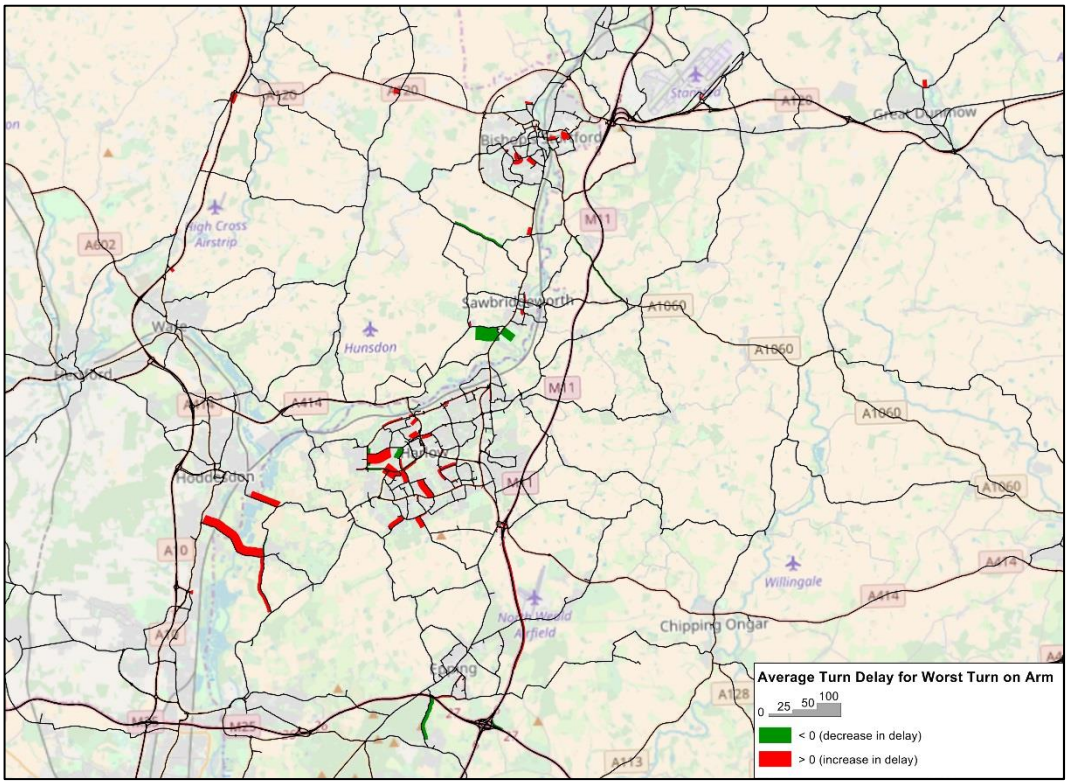


Medium Traffic Delay Difference between DM and DS 2051 models – PM (Overview)

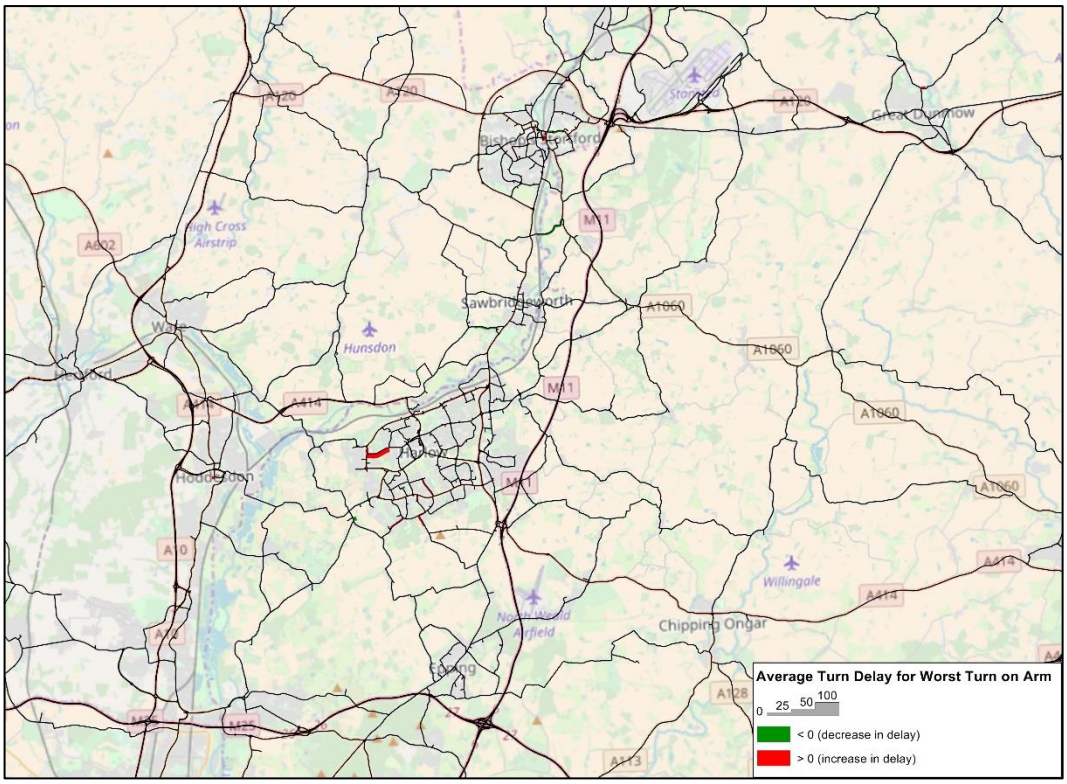

Average Turn Delay for Worst Turn on Arm
Link Bar Scalling
0
25
50
100
< 0 (decrease in delay)
> 0 (increase in delay)
Bishop's Stortford
Great Dunmow
Sawbridgeworth
Hunsdon
High Cross Airstrip
High Easter Airfield
Willingale
Chipping Ongar
Broxbourne
Hoddesdon
Epping
A602
M11
A1184
A1060
A113

Delay differences for High Traffic scenarios between Base 2014 and DM 2021 models

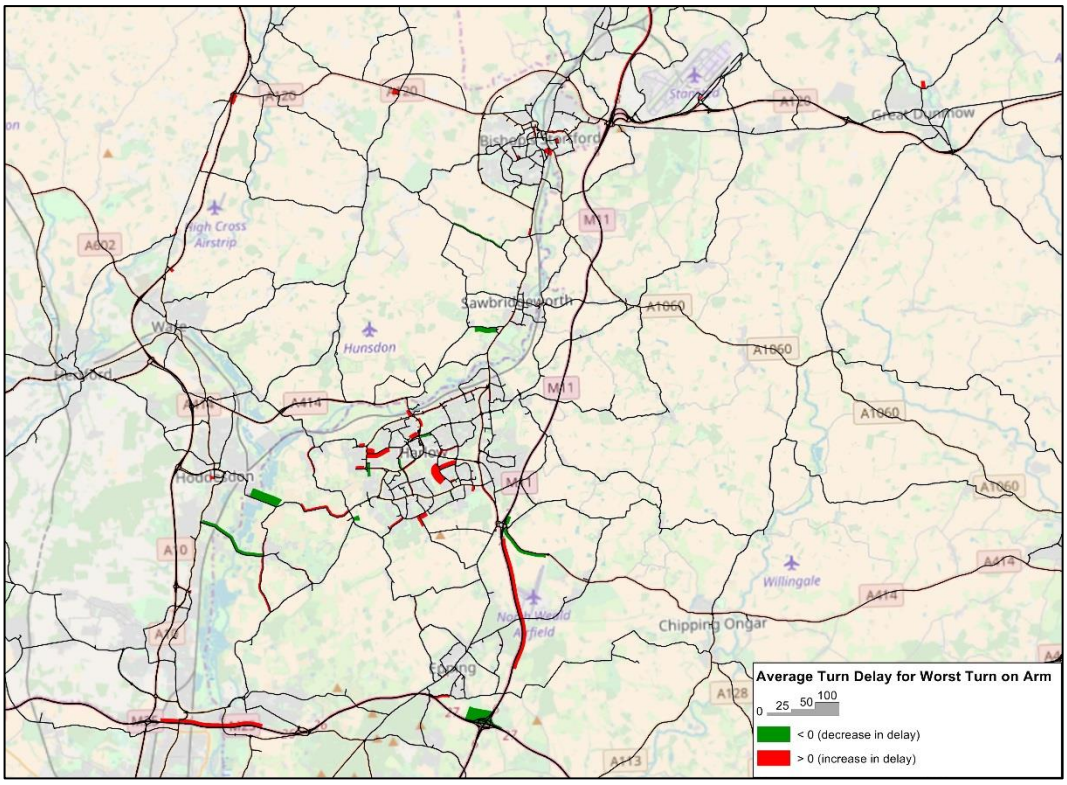
High Traffic Delay Difference between Base 2014 and DM 2021 models – AM (Overview)



High Traffic Delay Difference between Base 2014 and DM 2021 models – IP (Overview)

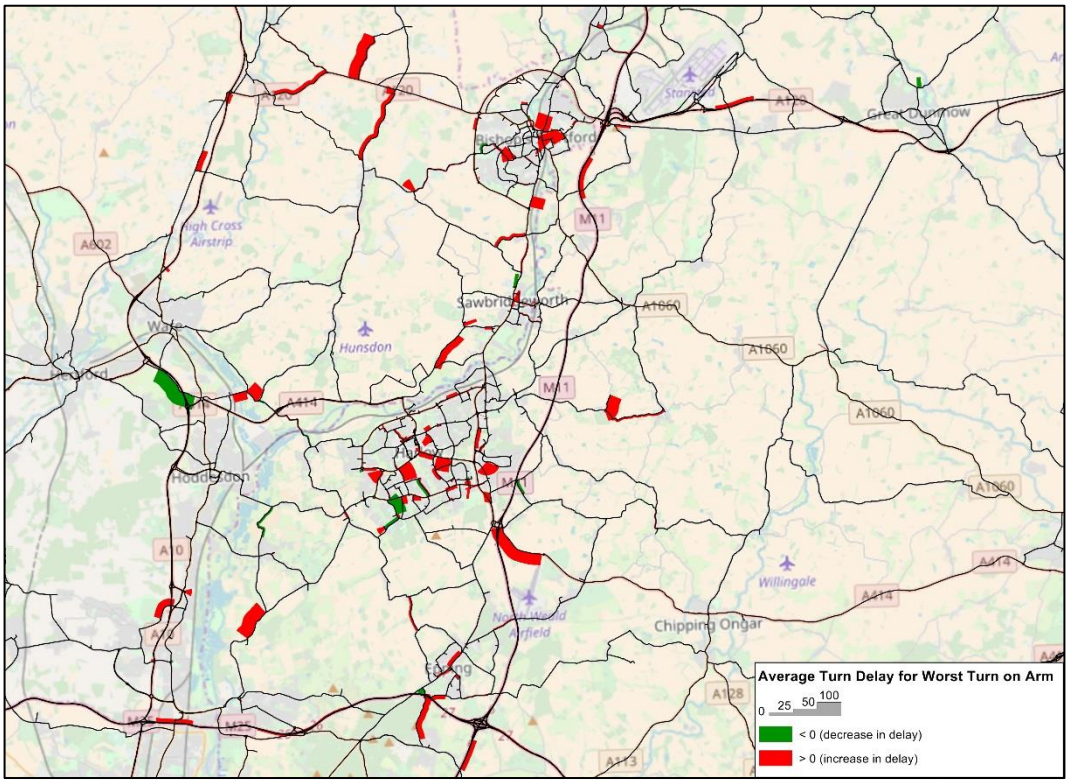


High Traffic Delay Difference between Base 2014 and DM 2021 models – PM (Overview)

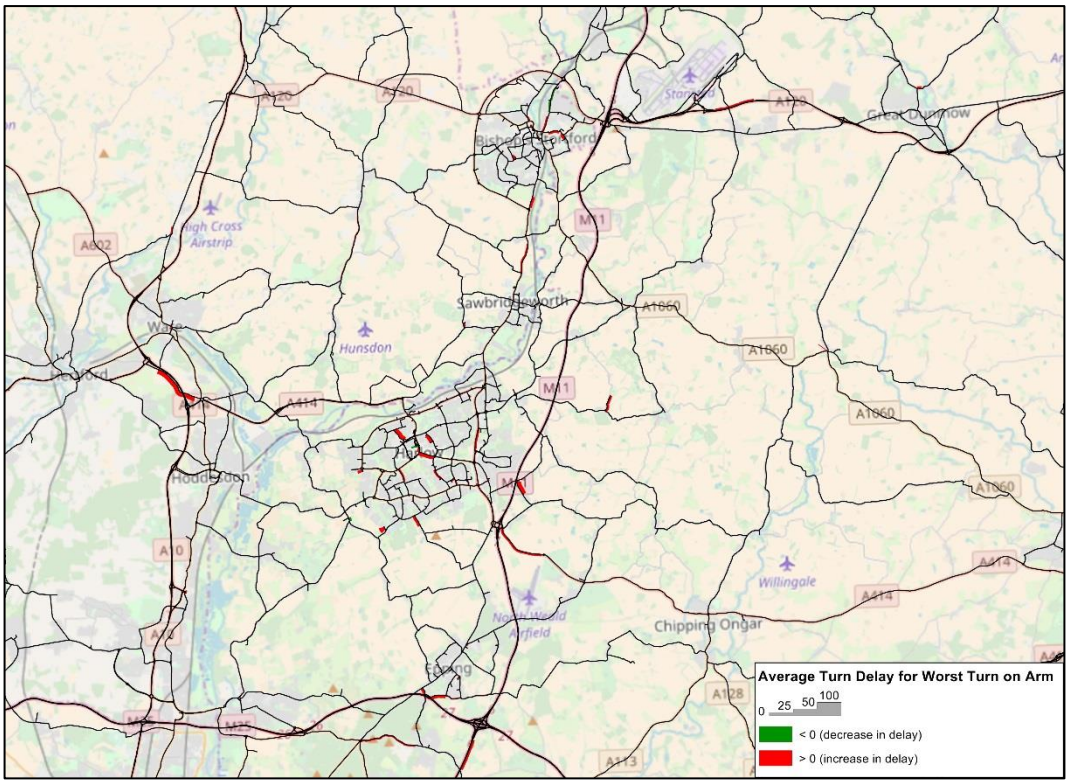


Delay differences for High Traffic scenarios between Base 2014 and DM 2036 models

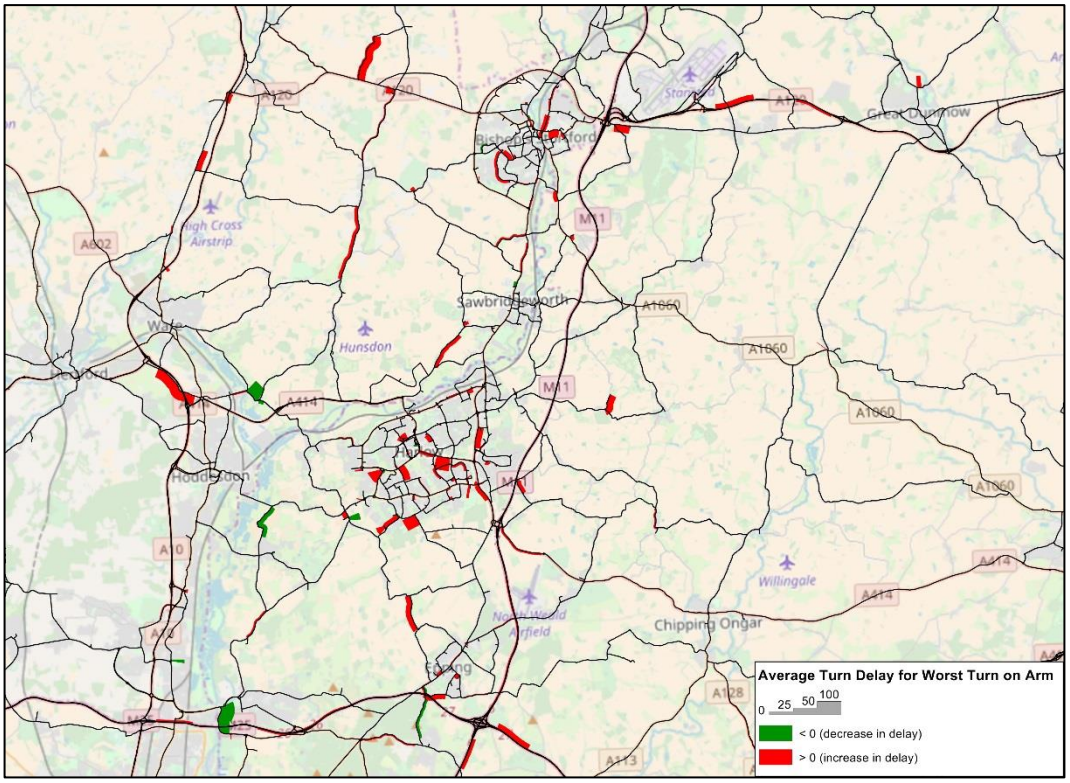
High Traffic Delay Difference between Base 2014 and DM 2036 models – AM (Overview)



High Traffic Delay Difference between Base 2014 and DM 2036 models – IP (Overview)

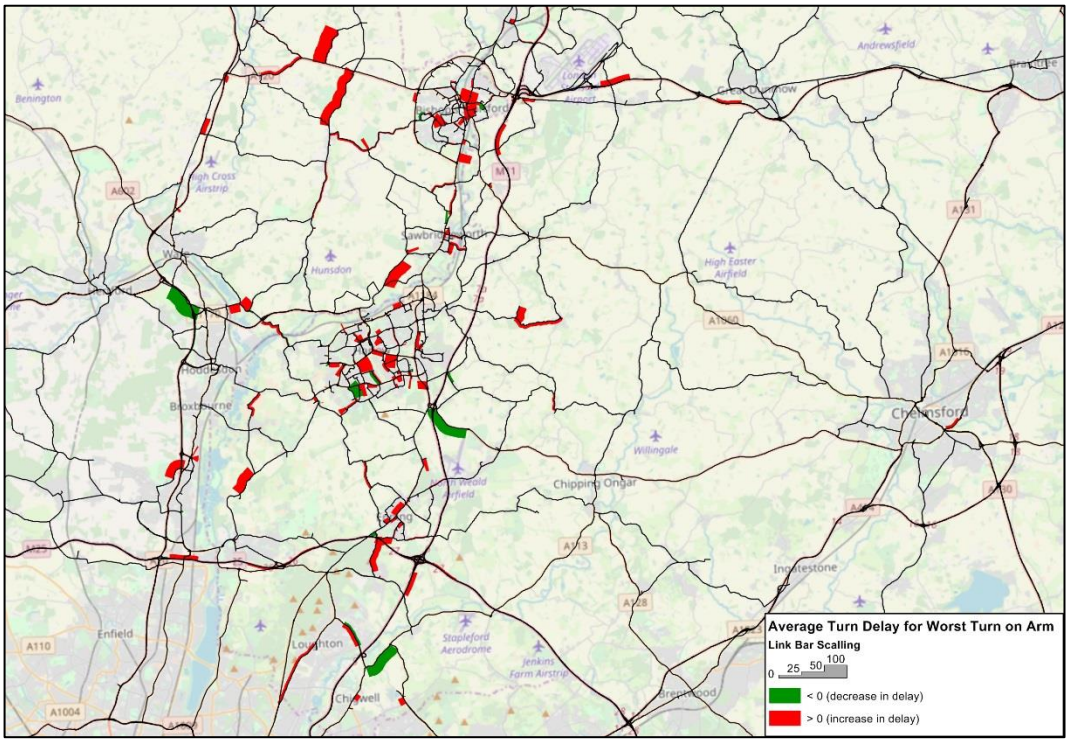


High Traffic Delay Difference between Base 2014 and DM 2036 models – PM (Overview)

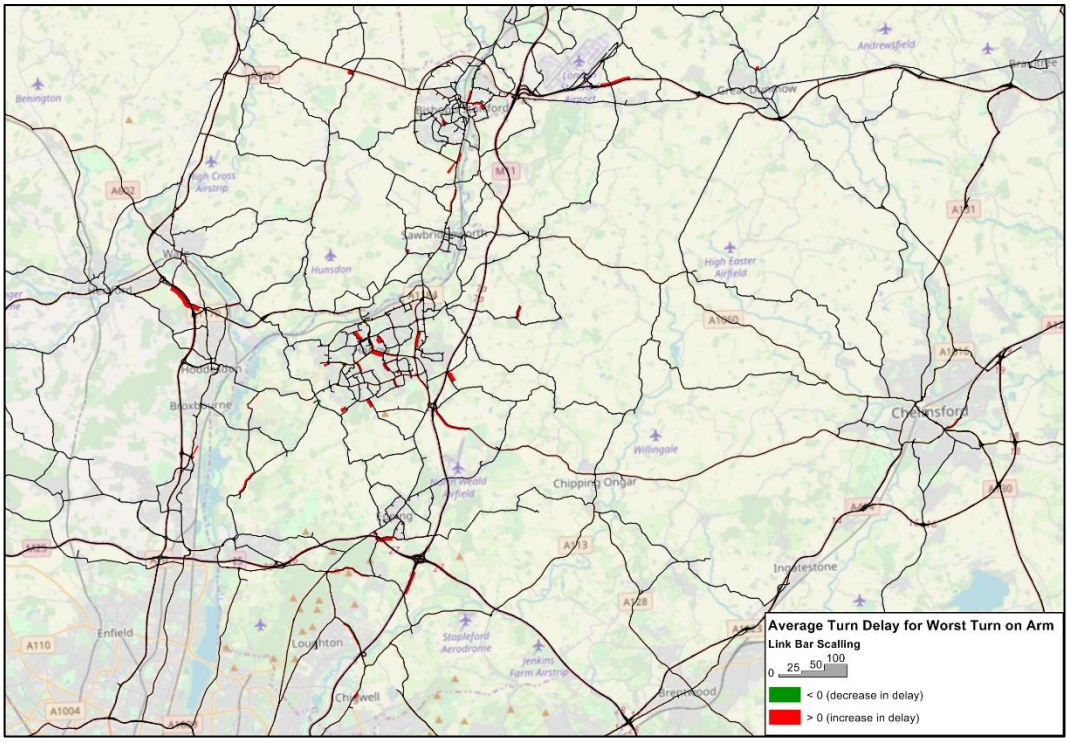


Delay differences for High Traffic scenarios between Base 2014 and DM 2051 models

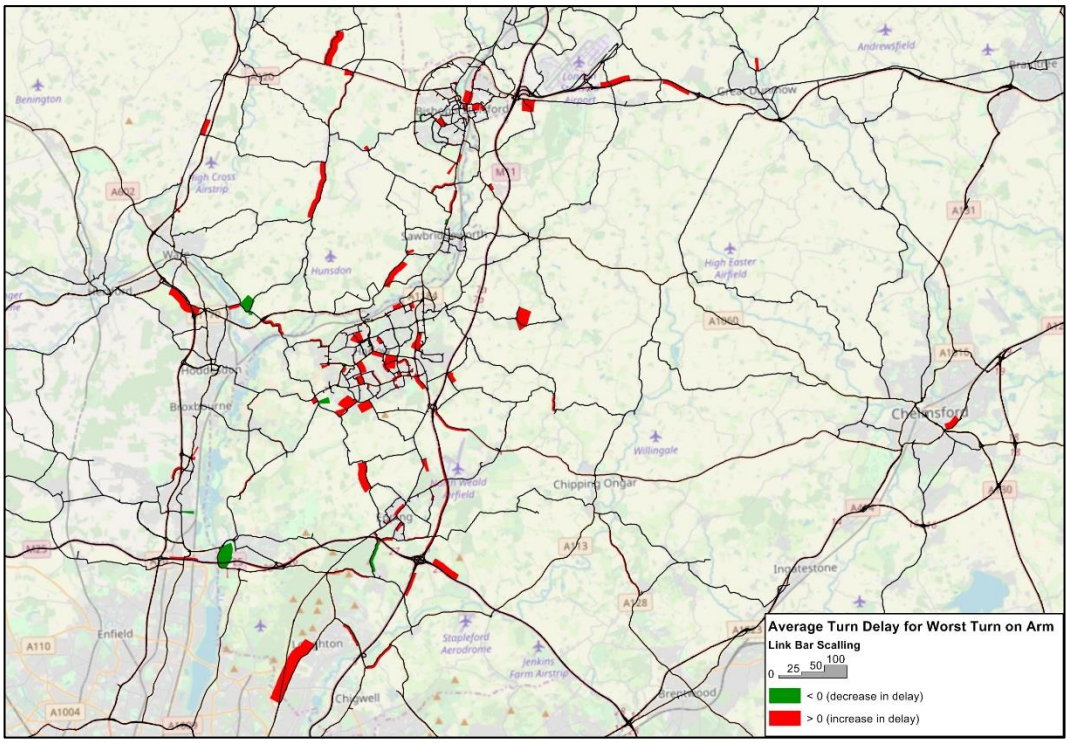
High Traffic Delay Difference between Base 2014 and DM 2051 models – AM (Overview)



High Traffic Delay Difference between Base 2014 and DM 2051 models – IP (Overview)

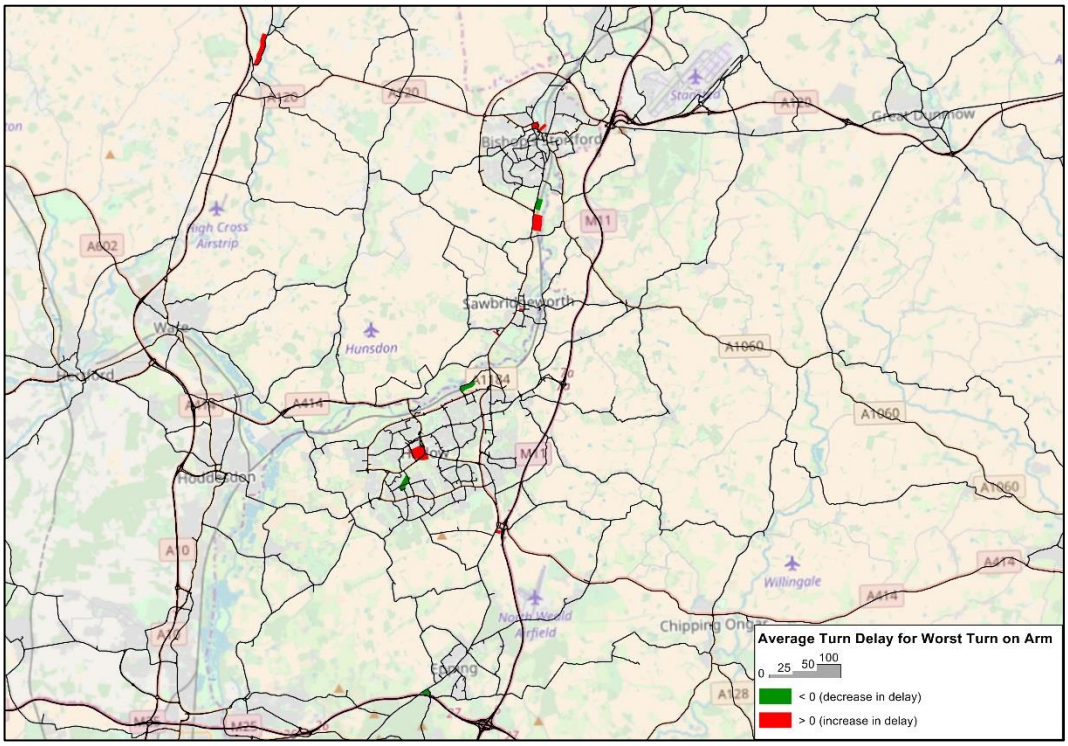


High Traffic Delay Difference between Base 2014 and DM 2051 models – PM (Overview)

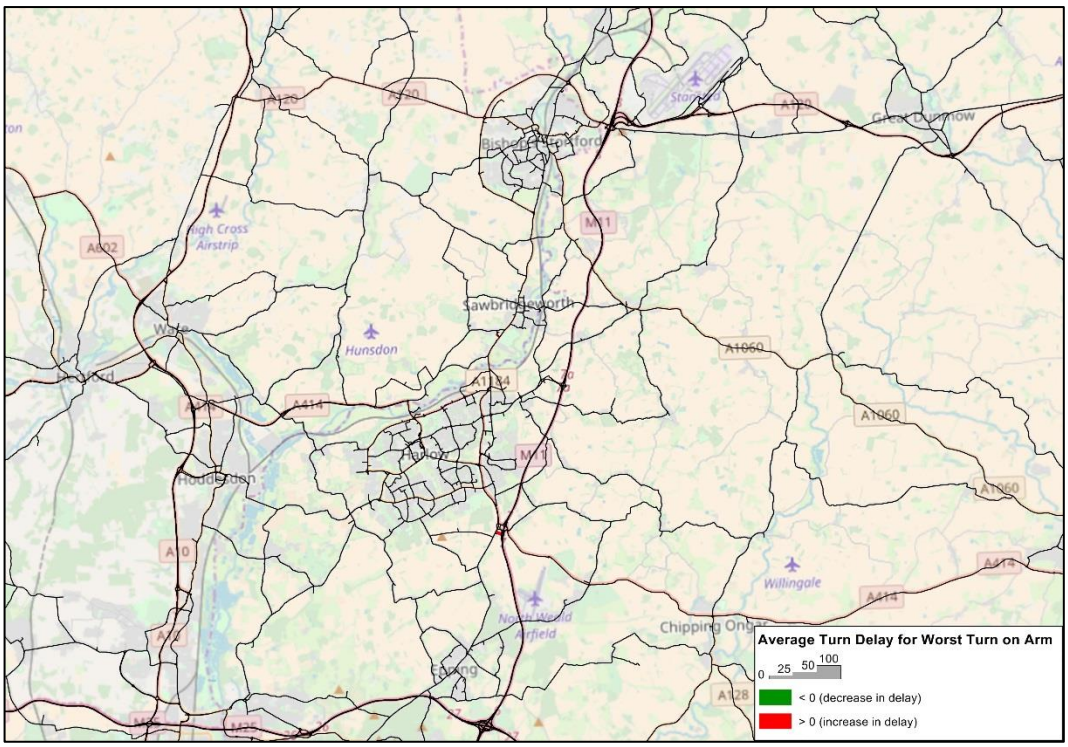


Delay differences for High Traffic scenarios between DM and DS 2021 models

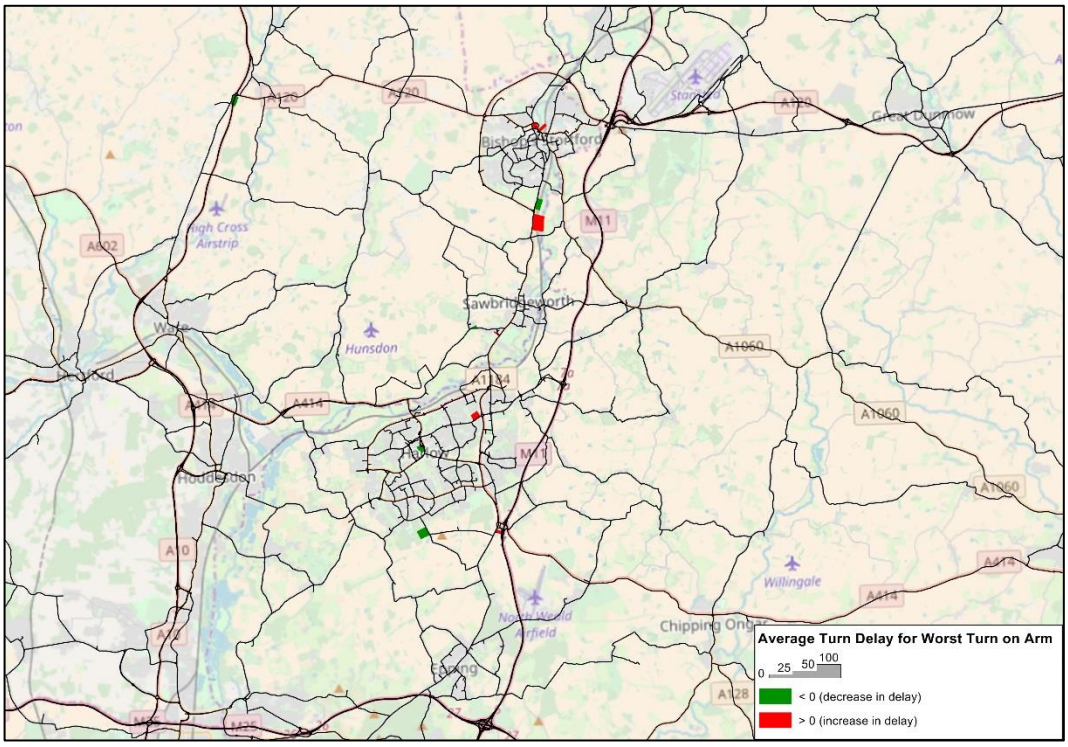
High Traffic Delay Difference between DM and DS 2021 models – AM (Overview)



High Traffic Delay Difference between DM and DS 2021 models – IP (Overview)

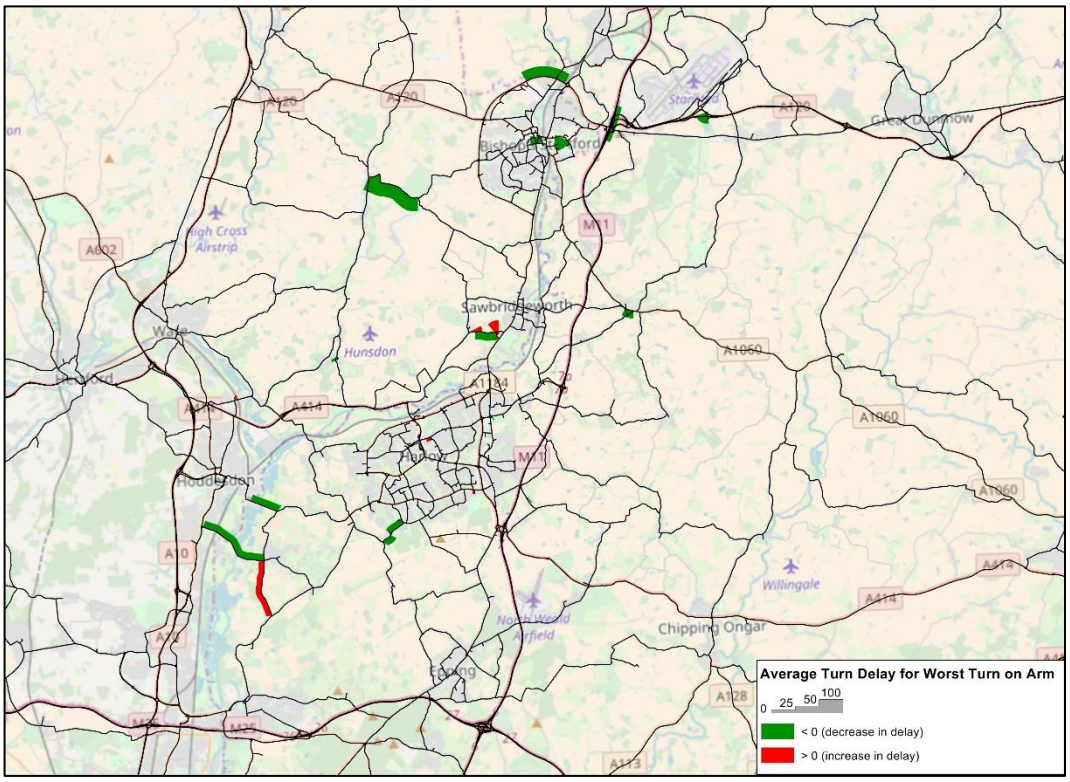


High Traffic Delay Difference between DM and DS 2021 models – PM (Overview)

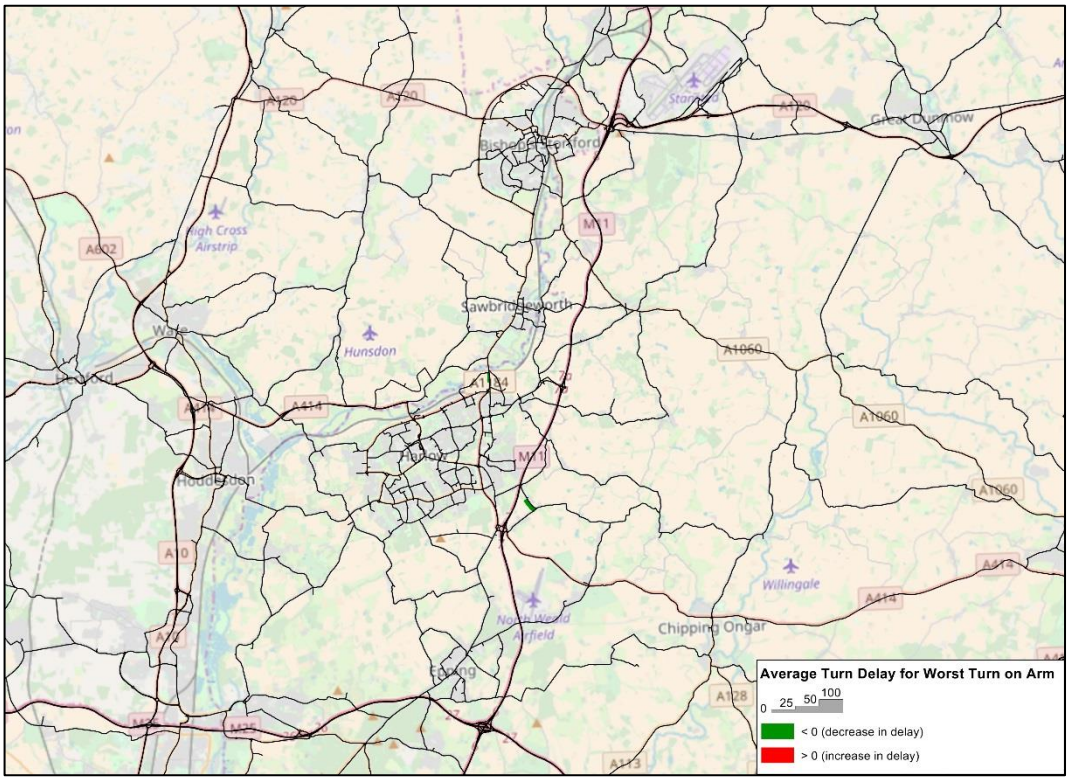


Delay differences for High Traffic scenarios between DM and DS 2036 models

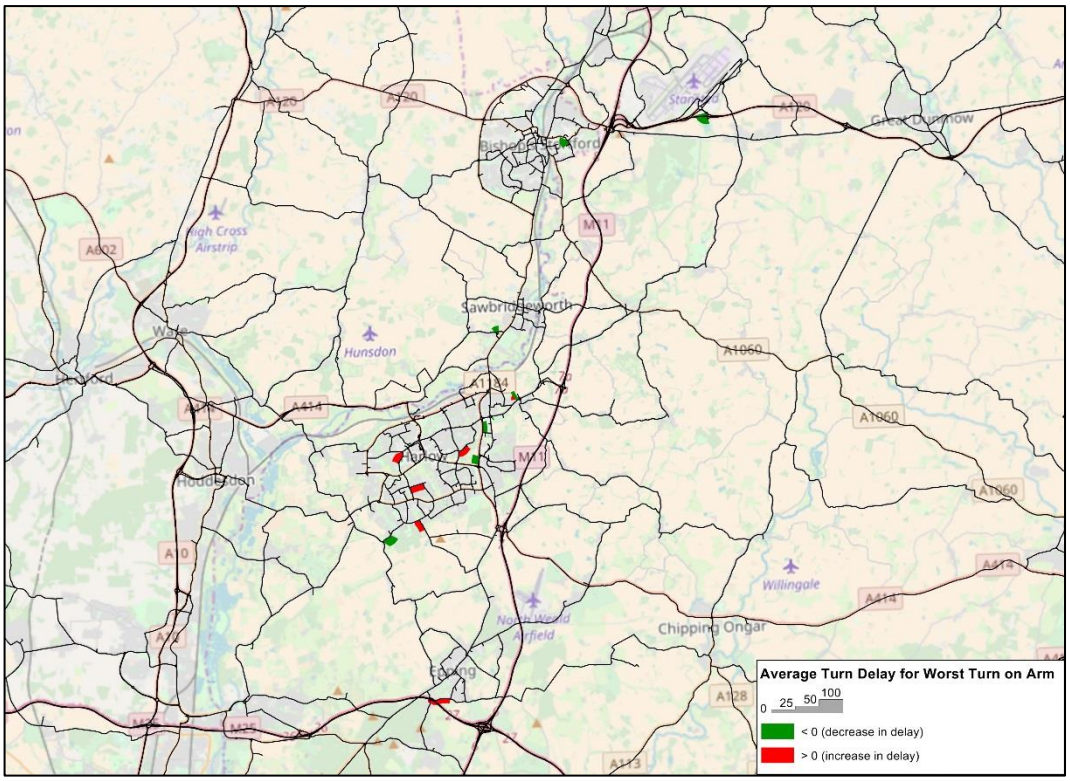
High Traffic Delay Difference between DM and DS 2036 models – AM (Overview)



High Traffic Delay Difference between DM and DS 2036 models – IP (Overview)

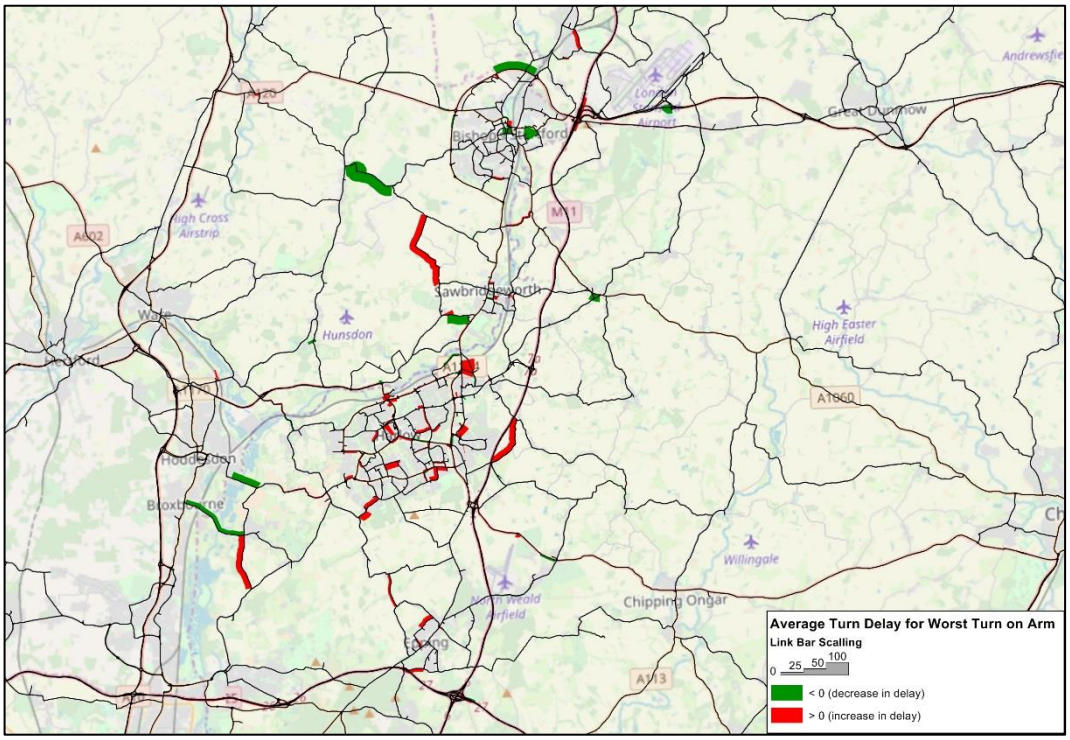


High Traffic Delay Difference between DM and DS 2036 models – PM (Overview)

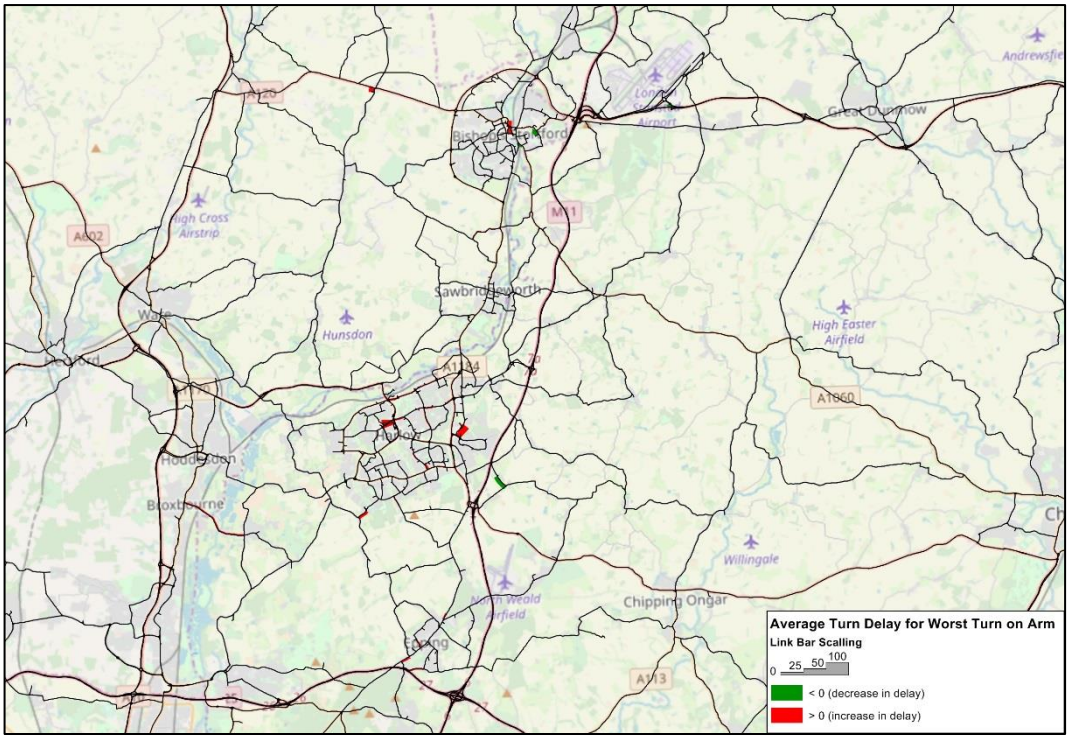


Delay differences for High Traffic scenarios between DM and DS 2051 models

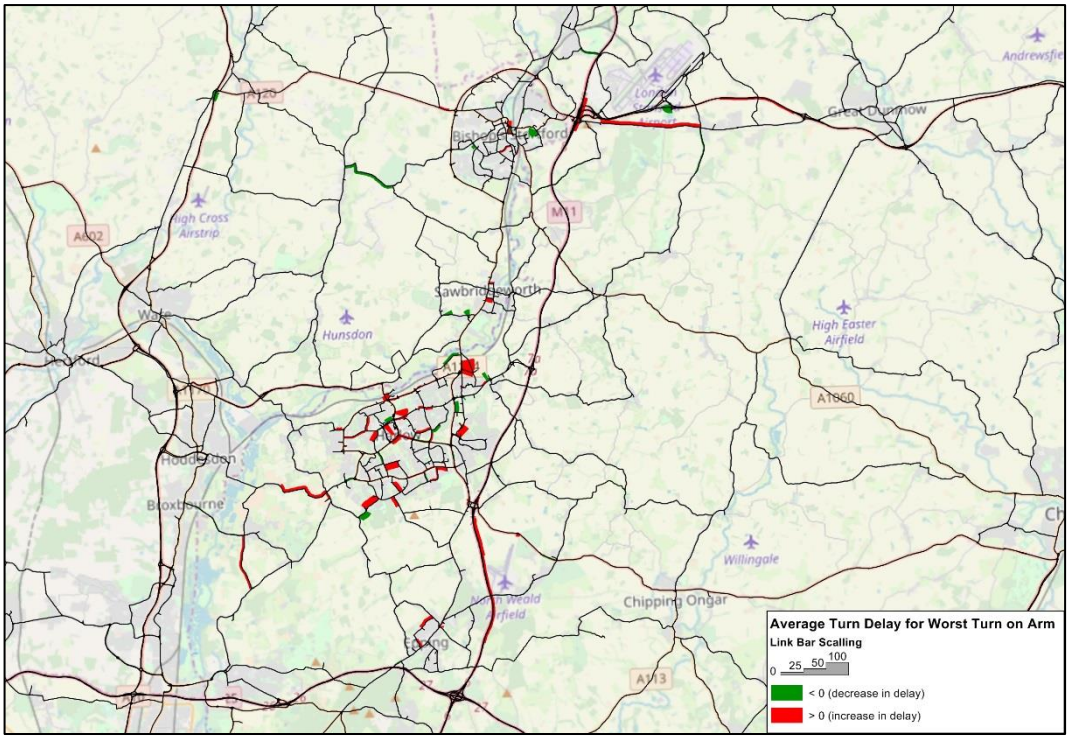
High Traffic Delay Difference between DM and DS 2051 models – AM (Overview)



High Traffic Delay Difference between DM and DS 2051 models – IP (Overview)



High Traffic Delay Difference between DM and DS 2051 models – PM (Overview)


Average Turn Delay for Worst Turn on Arm
Link Bar Scalling
0
25
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100
< 0 (decrease in delay)
> 0 (increase in delay)
Sawbridgeworth
Hunsdon
High Cross Airstrip
High Easter Airfield
Willingale
Chipping Ongar
Great Dunmow
Andrewsfie
Bishop's Stortford
Ware
Hoddesdon
Broxbourne
Epping
A602
M11
A1060
A113